

# GRAIN DEALERS JOURNAL

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In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### AMARILLO, TEX.

Beasley Grain Co., J. N., whole, grain, field seeds.  
Bishop, Grover C., grain, hay, field seeds.\*

### ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.\*

### ATHENS, GA.

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Blackburn & Co., C. P., grain receivers, exporters.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., grain receivers & expts.\*  
Gill & Fisher, receivers and shippers of grain.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, gr. com. merchants.\*

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Baldwin Grain Co., brokers.\*  
Silck & Co., L. E., grain brokers.  
Worth-Gyles Grain Co., cash and future grain.\*

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Cattlin Bros., brokerage & commission.\*  
Colbert, Thos. F., grain and millfeed.  
Cressy, Fred L., hay, grain, bkg. com.  
Howlett Co., E. C., grain brokers.  
Jauchit, Parker, Smith & Co., wheat barley milo.\*  
Merigold & Co., A. I., chicken wheat specialists.  
Southworth, J. E., gr. broker, export fdwdr.

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Corn Exchange Members.  
Buffalo Grain Co., recvrs., fdwrs., consignments.  
Burns Grain Co., grain commission.\*  
Churchill Gr. & Seed Co., recvrs., shippers.\*  
Doorty-Ellsworth Co., Inc., brokerage commission.\*  
Electric Grain Elvtr. Co., consignments.\*  
Globe Elevator Co., grain & grain prdts.\*  
Harold, A. W., grain, barley a specialty.  
Irwin, Dudley M., barley.\*  
Pratt & Co., receivers, shippers of grain.\*  
Ratcliffe, S. M., commission merchant.  
Urmston Grain Co., grain commission.\*

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Magee-Lynch Grain Co., grain.\*  
Thistlewood & Co., grain and hay.

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### CHICAGO, ILL.

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Carhart Code Harwood Co., grain commission.\*  
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Gerstenberg & Co., grain, seeds.\*  
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McKenna & Rodgers, commission merchants.\*  
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Mumford & Co., W. H., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*  
Paynter, H. M., grain and field seeds.  
Perrine & Co., W. H., grain and commission.\*  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.\*  
Rogers Grain Co., commission merchants.\*  
Rosenbaum Bros., receivers, shippers.\*  
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Rothschild Co., The Moses, general grain com'n.\*  
Runmeyer & Company, grain commission.\*  
Sawyers Grain Co., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., grain merchants.\*  
Simons, Day & Co., grain merchants.\*  
Sincere & Co., Chas., N. Y. stocks, Chicago grain.  
Slaughter & Co., A. O., grain prov. stocks, bonds.  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., C. H., receivers-shippers.\*  
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Ware & Leland, grain and seeds.\*

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Gowling & Fleming, grain and hay coms.\*

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Lake Shore Elvtr. Co., grain and feed.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Star Elvtr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., grain, seeds, hay, straw.\*  
Union Elevator Co., The, grain and hay.\*

### DECATUR, ILL.

Duncan & Co., L. E., grain brokers.

### DENVER, COLO.

Ady & Crowe Merc. Co., The, grain & hay.  
Ayres Mercantile Co., The, F. C., milling wheat.\*  
Best & Co., J. D., buy and sell all grains.\*  
Crescent Mill & Elvtr. Co., The, wheat, corn, oats.\*  
Denver Elevator Co., The, grain merchants.\*  
Farmers Grain Co., receivers, shippers.\*  
Hungarian Mill & Elvtr. Co., receivers.\*  
O'Donnell Grain Co., wholesale grain.\*  
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.

### DES MOINES, IOWA.

Marshall Hall Grain Co., grain com.\*

### DETROIT, MICH.

Board of Trade Members.  
Carson & Co., H. C., beans, wheat, oats.\*  
Dodd, Martin & Co., grain merchants.\*  
Dumont, Roberts & Co., receivers, shippers.\*

### DULUTH, MINN.

Board of Trade Members.  
Randall, Gee & Mitchell, grain commission.\*  
United Grain Co., grain commission.\*

### ENID, OKLA.

White Grain Co., The, receivers and shippers.

### FORT WORTH, TEX.

Grain and Cotton Exchange Members.  
Dorsey Grain Co., receivers, shippers.\*  
King, Douglass W., grain feedstuffs, seed.\*

### FOWLER, IND.

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### GREENVILLE, O.

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### HASTINGS, NEBR.

Stockham Grain Co., E., whole grain & feed.\*

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.\*

### HUTCHINSON, KAN.

Board of Trade Members.  
Bolin Hall Grain Co., Kansas hard wheat.\*  
Hayes Grain Co., John, receivers & shippers.\*  
Kemper Grain Co., receivers & shippers.\*  
Liberal Elvtr. Co., receivers and shippers.\*  
Pettit Grain Co., L. H., gr. com., recvrs., shprs.\*

### INDIANAPOLIS, IND.

Board of Trade Members.  
Belt Elvtr. & Feed Co., receivers and shippers.\*  
Bingham-Hewitt-Scholl Co., grain merchants.\*  
Boyd Grain Co., Bert A., strictly brkg. & com.\*  
Helmiller Grain Co., receivers and shippers.\*  
Hoosier Grain Co., consignments only.\*  
Kinney Grain Co., H. E., receiver and shipper.\*  
Minor, B. B., grain consignments solicited.\*  
Montgomery & Tompkins, receivers and shippers.\*  
Mutual Grain Co., grain commission.\*  
Rich Grain Co., grain commission.\*  
Shotwell & Co., O. A., commission, bkg.\*  
Star Elevator Co., grain merchants.\*  
Urmston Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.\*

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Stockbridge Elvtr., trk. buyers, slrs., gr. & sds.

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Bruce Bros. Grain Co., consignments.\*  
Christopher & Co., B. C., grain commission.\*  
Croysdale Grain Co., grain commission.\*  
Davis Grain Co., A. C., grain commission.\*  
Denton Kuhn Gr. Co., consignments.\*  
Dilts, Jr., & Co., Wm. G., grain merchants.\*  
Ernst-Davis Grain Co., commission.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Fowler Grain Co., Lev., receivers & shippers.\*  
Fox-Miller Grain Co., receivers and shippers.\*  
Goffe & Carkner, recvrs. and shprs. of grain.\*  
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Hinds Grain Co., The, receivers, shippers.\*  
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Logan Bros. Grain Co., grain merchants.\*  
Mensendek Grain Co., consignments.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., receivers & shippers.\*  
Morrison Grain Co., consignments.\*  
Murphy Grain Co., grain commission.\*  
Norris Grain Co., grain merchants and exporters.\*  
Parker Corn Co., corn, oats, kafir, milo.\*  
Roehen Grain Co., E. E., grain, flour, millfeed.\*  
Scoular-Bishop Grain Co., consignments.\*  
Simonds-Shields Grain Co., recvrs. & exporters.\*  
Terminal Elevators, receivers, shippers.\*  
Twidale-Wright Grain Co., consignments-futures.\*  
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Mason & Son, Lewis E., grain, hay, feed.  
Moon-Taylor Co., grain and hay brokers.\*

### MANSFIELD, OHIO.

Goemann Grain Co., grain buyers.\*

### MEMPHIS, TENN.

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Buxton, E. B., broker and commission merchant.  
Davis & Andrews Co., grain dealers.\*  
Hasenwinkle Co., H. J., consignments.\*  
U. S. Feed Co., grain, hay, millfeed.\*  
Webb & Maury, brokers and com. merchants.\*

### MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

### MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

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Bell Co., W. M., receivers & shippers.\*  
Burger Com. Co., grain & seed receivers.\*  
Donahue Stratton Co., grain merchants.\*  
Kamm Company, P. C., barley and rye.\*  
Owen & Brother Co., grain commission.\*  
Rankin, M. G., & Co., grain and feed.\*  
Rialto Elvtr. Co., grain receivers & shippers.\*  
Stacks & Kellogg, grain merchants.\*  
Taylor & Bournique Co., shprs. corn, oats, barley.\*

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Carte, Sammis & Co., grain commission.\*  
Cereal Grading Co., grain merchants.\*  
Dairymple Co., William, gr. com.\*  
Davies & Co., F. M., grain commission.\*  
Getchell-Tanton Co., grain commission.\*  
Hankinson & Co., H. L., grain commission.\*  
Lewis & Co., Chas. E., consignments.\*  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
Minnesota Grain Co., grain commission.\*  
Quinn Shepherdson Co., grain commission.\*  
Randall, Ger & Mitchell, grain com.\*  
Star, Christensen & Timmerman, gr. commission.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Wernli-Anderson Co., grain commission.\*  
Woodward Newhouse Co., grain merchants.\*  
Zimmerman, Otto A., barley & oats my spec'ity.\*



# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

## NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

## NEW CASTLE, PA.

Hamilton Co., The, gr., hay, straw, millfeed, pro.

## NEW ORLEANS, LA.

Steel Co., The J. H. W., gr. frt. brok. & forwdrs.\*

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Simpson, Hendee & Co., grain receivers.\*

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Blanchard-Niswonger Co., recvrs. & shprs.\*  
Crowell Elevator Co., receivers, shippers.\*  
Dawson Grain Co., grain commission.  
Holmquist Elevator Co., receivers and shippers.\*  
Leopold, Todd Gr. Co., com. mer., recvrs. & shprs.  
Merriam Commission Co., consignments.\*  
Omaha Elevator Co., receivers, shippers.\*  
Roberts Grain Co., Geo. A., grain merchants.  
Trans-Mississippi Grain Co., recvrs. & shprs.\*  
United Grain Co., grain commission.  
Udike Grain Co., consignments.\*

## PEORIA, ILL.

Board of Trade Members.  
Buckley, Pursley & Co., grain and seeds.\*  
Cole Grain Co., Geo. W., grain com. mchts.\*  
Consumers Grain Co., grain receivers.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.\*  
Grier & Co., T. A., grain commission.\*  
Harwood-Young Co., grain commission.  
McFadden & Co., G. C., consignments.  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Rumsey, Moore & Co., grain receivers.\*  
Smith-Hamilton Grain Co., brokerage.  
Tyng, Hall & Co., grain commission.\*

## PHILADELPHIA, PA.

Commercial Exchange Members.  
Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., Eel., flour, grain, feed.\*  
Graft & Son, L. G., receivers and exporters.\*  
Lemont & Son, E. K., hay, grain, millfeed.  
Miller & Sons, L. F., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Stites, A. Judson, grain and millfeed.\*  
Stover, I. S., grain and flour.

## PINE BLUFF, ARK.

Riley Feed Mfg. Co., mfrs., alfalfa, molasses & chicken feeds; Jobbers mill feeds & cereals.

## PITTSBURGH, PA.

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Geldel & Leubin, grain and hay.\*  
Hardman & Heck, grain, hay and millfeed.\*  
Heck & Co., W. F., grain, hay and millfeed.\*  
Herb Bros. & Martin, grain and hay.\*  
McCague, R. S., grain, hay.\*  
Smith & Co., J. W., grain, hay.\*  
Stewart, D. G., grain, hay, feed.\*  
Walton Co., Samuel, grain and hay.\*

## PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

## PUEBLO, COLO.

McClelland Mc'I I. & R. Co., grain, hay & feed.\*

## RICHMOND, VA.

Adams Grain & Prov. Co., seeds, grain, feed, hay.  
Beveridge & Co., S. T., grain, hay, feeds, seeds.

## SALINA, KANS.

Williamson Grain Co., grain com'son.

## ST. JOSEPH, MO.

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Brunswick Grain Co., A. J., receivers & expts.  
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Marshall Hall Grain Co., consignments solicited.\*  
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Goffe & Carkner Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.\*  
Marshall Hall Grain Co., grain com.\*  
Langenberg Bros. Grain Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain & grass seed.\*  
Parrott-Day Co., wheat, corn, oats, seeds.\*  
Teasdale Com. Co., J. H., recvrs. & shippers.\*  
Toberman, Mackey & Co., grain, hay, seeds.\*

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Kuhn & Co., Paul, receivers and shippers.\*

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Produce Exchange Members.  
De Vore & Co., H. W., grain and seeds.\*  
King & Co., C. A., grain and seeds.\*  
Morehouse & Co., W. H., grain and seeds.\*  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain recvrs., shippers.\*  
Young Grain Co., consignments, futures.\*  
Zahn & Co., J. F., grain, seeds.\*

## TOPEKA, KANS.

Cardwell Grain Co., M. W., corn & oats specialist.

## WICHITA, KANS.

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Bossemeyer Bros., grain merchants.\*  
Brooks-Bedell Grain Co., grain merchants.  
Bruce Bros., Grain Co., consignments.\*  
Harold Grain Co., J. R., milling wheat.\*  
Imboden Milling Co., receivers & shippers.  
Kansas Flour Mills Co., The, expts., consign'ts.\*  
Kansas Milling Co., The, millers and grain dealers.\*  
Kelly Grain Co., Edward, consignments.\*  
Marshall Hall Grain Co., exporters.\*  
Norris Grain Co., The Exporters.\*  
Strong Grain & Coal Co., B., grain & coal.\*  
Williamson Grain Co., grain commission.\*  
Woodside Smith Grain Co., receivers & shippers.

## WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.\*

\*Members Grain Dealers National Association.

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Members

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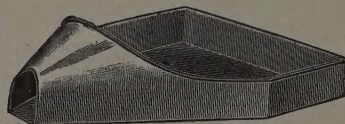
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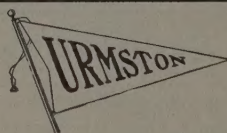
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Grain Receivers and Shippers

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Want Connections with Ohio  
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Send Samples—Write Us

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**Thanks**

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Wants Correspondence with members of the  
Grain Dealers National in Ohio, Indiana and  
Illinois. We want strictly sound winter wheat,  
yellow shelled corn and re-cleaned white oats.

**BALDWIN GRAIN COMPANY**  
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CORN, OATS  
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ASK FOR PRICES ON  
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"Safety-First" Brand

**The Scott County Milling Co.**  
Daily Capacity 3500 Bbls.

OFFER US YOUR SOFT and HARD  
WHEAT also CORN

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THE SIDNEY CORN SHELLER  
& ELEVATOR BOOT COMBINED  
WITH TAKEUPS ON BOOT

BACKED  
BY  
SIDNEY SERVICE

It guarantees a purchase that will deliver a high grade of work over a long period of operation with a low expense for repairs.

We ask your investigation because our records place us at the top of the efficiency class.

Begin investigating now. Send for our new catalog showing our complete line of grain handling machinery.

Is there any claim stronger or more convincing than this we can advance in our solicitation of your business?

PHILIP SMITH MFG. CO.  
SIDNEY OHIO. U.S.A.





# Leading Elevator Engineers

*Specify*

## Allis-Chalmers Motors



### *6495 H. P. Installed in Five New Terminal Elevators*

These new elevators, which are among the largest terminal elevators recently constructed, have motor installations aggregating 6495 horse power. Here and in many smaller plants

### **Allis-Chalmers Motors Are Used Exclusively**

The fact that these motors are selected by the leading engineers and contractors is their best recommendation.

## **Allis-Chalmers Manufacturing Company**

**Milwaukee**

**Wisconsin**

Sales Offices in All Principal Cities



# NEW IDEAS IN ELEVATOR CONSTRUCTION

Flexible as a Belt  
Positive as a Gear  
More Efficient than Either

# LINK-BELT SILENT CHAIN

THE TYPICAL Link-Belt Silent Chain Drive illustrated tells the whole story to the elevator man — how Link-Belt Silent Chain shows the qualities of a leather belt in its conformation to driver and driven wheel; the teeth of the chain mesh into the teeth of the wheel, making a drive that does not require the fixed centers of gears; the transmission is positive, it cannot slip. The drive is over 98% efficient. Here are the reasons why grain elevator operators prefer Link-Belt Silent Chain to get the transmission and operating efficiency so necessary these days.

## LINK-BELT COMPANY

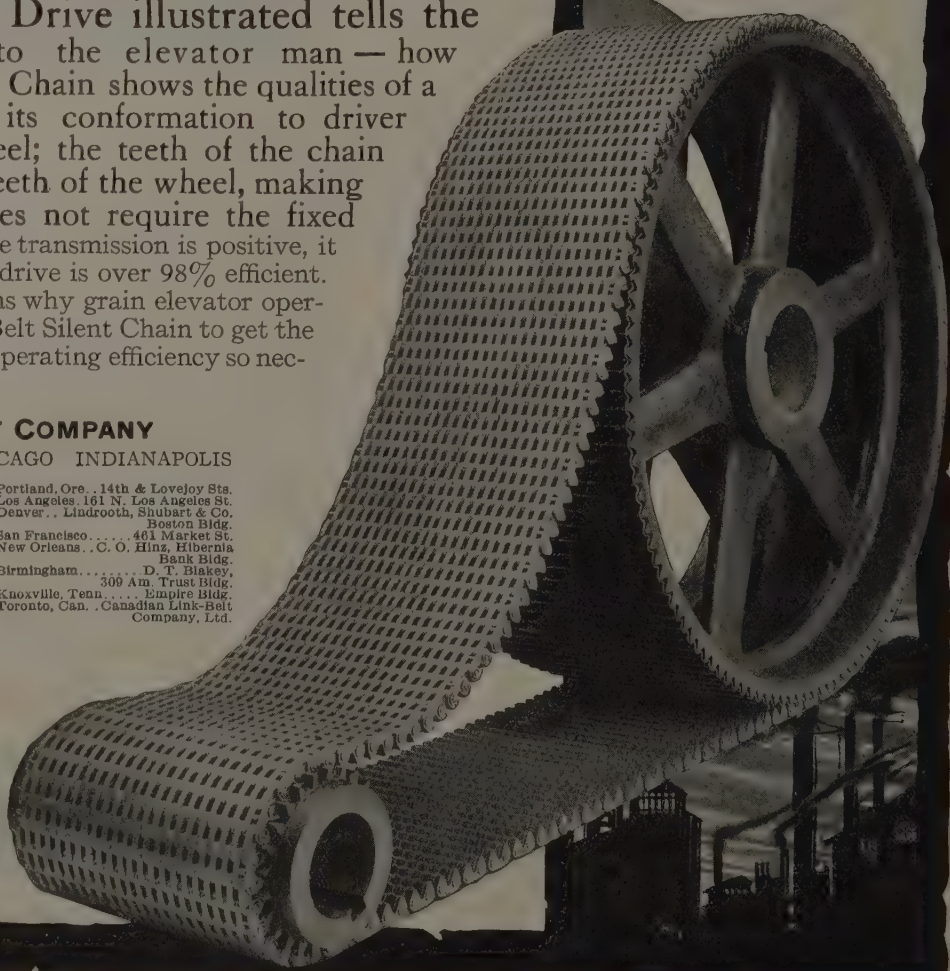
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Denver... Lindrooth, Shubart & Co. Boston Bldg.  
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Birmingham... D. T. Blakey, 309 Am. Trust Bldg.  
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Write for Data Book No. 125, which is a handbook of Silent Chain practice, showing how to figure drives, and to determine prices.

Booklet No. 309 tells why you need Link-Belt Silent Chain Drives in your elevator. Write today for a copy.







## Building Bigger Business by Better Methods

*G-E Equipment in prominent grain elevators and flour mills increases output and reduces fire risk*

**W**HEN you cut down manufacturing costs—up go your profits. When you increase your production—when you increase the quality of your products—when you decrease spoilage—up go your profits.

When you make it easier for an employee to produce more, you make it easier for him to *earn* more; and you find it easier to get the *better kind* of help and much easier to *keep* them. And up go your profits.

When you cut down your power costs, when you cut down maintenance of plant—when you reduce

overhead supervision—when you lessen breakage of machinery—when you reduce stoppage of machinery—these mean *more profits*.

These advantages and a greatly increased capacity for service to your customers come to plants equipped with G-E Motor Drive.

We will gladly send a member of our Engineering Organization who will study the requirements and conditions of your plant, and tell you how, where and why G-E Motor Drive will give you manufacturing advantages.

# G-E Motor Drive

## GENERAL ELECTRIC COMPANY

General Office, Schenectady N.Y.



Sales Offices in all large cities





### Flexible Loading Spouts

Round and Square Head. All Diameters and Lengths Carried in Stock.



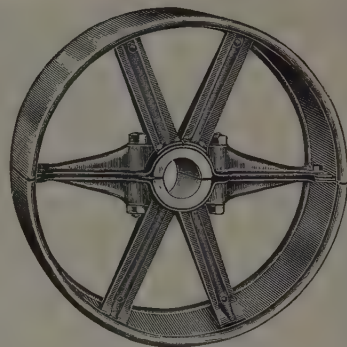
## Everything for Elevators

In Our Omaha Stock

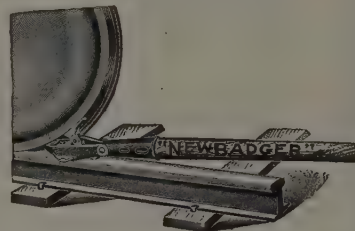
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Large Assortment of  
Standard Size Sprockets  
All Sizes Sprocket Chain and Attachments  
Send for Catalogue.

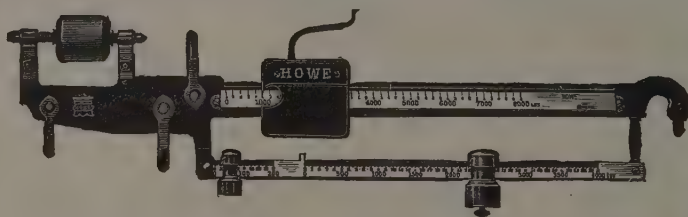


BADGER CAR MOVERS  
SAMPSON CAR MOVERS  
ATLAS CAR MOVERS



## American Supply & Machinery Co.

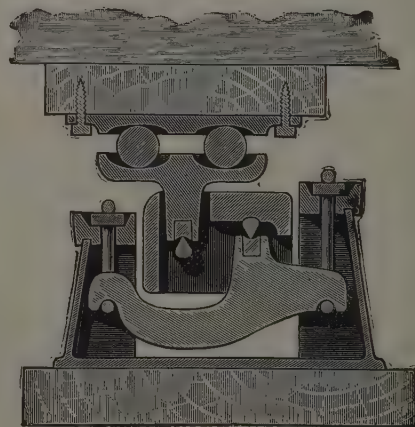
1102 Farnam Street, Omaha, Neb.



# "HOWE"

## HOWE on a Scale

Means heavy construction, correct weight, long life, satisfied customers, a careful business.



## NEBRASKA SCALE & SUPPLY CO.

1104 Farnam Street, : : : Omaha, Neb.



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*That's All,  
Thank You*

RICHARDSON SCALE  
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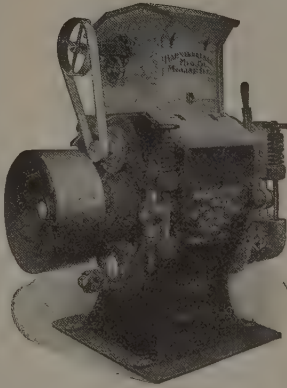
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CHICAGO

Factory  
PASSAIC, N. J.

187 N. EMPORIA  
WICHITA  
412 S. THIRD ST.  
MINNEAPOLIS



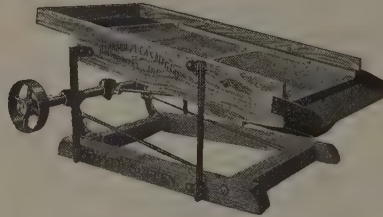
# Everything for Handling Grain



Feed Grinders

Barley Rolls

Screening Mills



Grain and Feed Screens



Pitless Shellers and Other Kinds

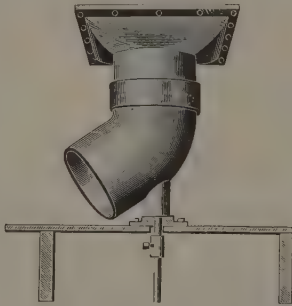


Grain Cleaners

Oat Clippers

Grain Shovels

Car Pullers



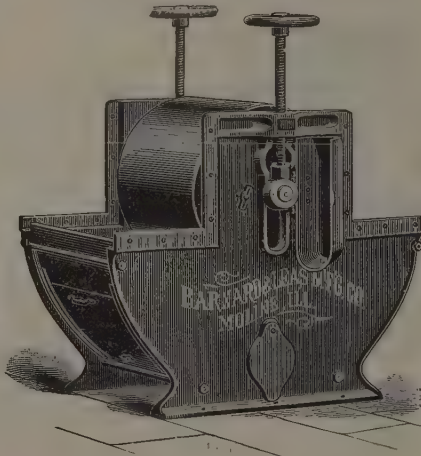
Friction Clutches

Rope Drives

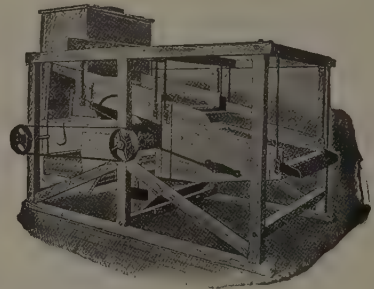
Pulleys and Hangers

Elevator Cups

Steel Conveyors



Heads and Boots All Kinds



Corn Cleaners

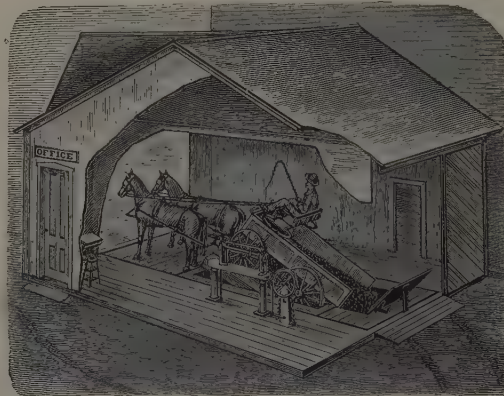
Dust Collectors

Perforated Metal  
Belting

Wagon Dumps

Dump Scales

Automatic Scales



Shafting

Man Lifts

Turn Heads

## Barnard & Leas Mfg. Co.

Established 1860

Incorporated

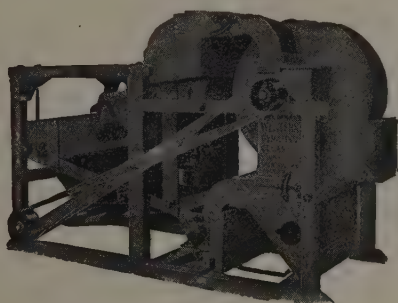
MOLINE, ILL.



# Spring Improvements

**A**RE most essential to the maintaining of a high standard of handling efficiency and economy. To re-equip or improve with machinery or appliance of doubtful character and unproven quality, is a mistake no Progressive Grain Dealer can afford to make.

The Western Line is your "Safest Line." Over forty years of daily experience in the production of "Everything for the Elevator" means the perfect equipment for every need.



"Western" Gyrating Cleaner

## The "WESTERN" Gyrating Cleaner

is the biggest money-making machine any grain elevator can install. The fact that "WESTERN" cleaned grain demands a premium assures extra profits on every car of grain shipped. The above claim is backed by hundreds of satisfied users who know that the "WESTERN" Gyrating Cleaner cleans more grain better and faster than any other of equal capacity.

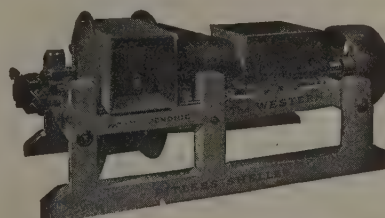
"WESTERN" cleaners have a greater capacity, better separation, better cleaning, more evenly balanced, absolute control, greater durability, and the most convenient and least expensive machine to install.

## The "WESTERN" Pitless Sheller

is the best sheller on the market. There are more "WESTERN" Shellers in operation today than those of any other make. Why?—because the ease of operation, the everlasting material used in construction, the slow running speed, and the many exclusive improvements, have ranked the "WESTERN" as the standard.

Full turn solid conveyor feeder, wide flaring hoppers, patent lever enabling the operator to adjust the cylinder instantly, while running, to all kinds and conditions of corn, and the fact that "WESTERN" Shellers WILL NOT CRACK THE CORN, assures a perfect machine.

No matter what you may need to bring your elevator up to the highest point of efficiency we can supply it. Grain elevator equipment furnished by us goes with the guarantee that it will deliver the service for which it was built and sold. Write for our latest catalog.

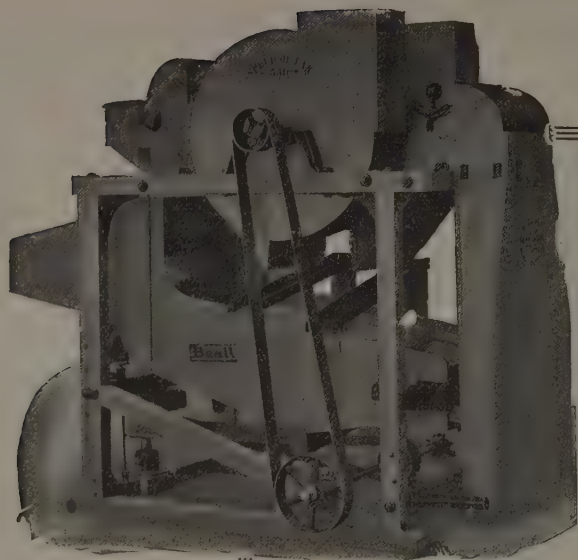


"Western" Pitless Sheller

# UNION IRON WORKS

Decatur, Illinois





**Beall**  
THE MARK OF QUALITY

## Rotating Warehouse Elevator Separator

Is to the Grain Elevator What the Famous Cyanide Process is to the Gold Mine.

It reclaims a higher percentage of pure grain from the mixture fed in the hopper--makes better grades, that will meet every requirement of the new Federal Grades

The alternating side and end motion gives greater capacity for screen area; the method of hanging the shoe, suspended by two steel upright bars, operating in oil sockets from the feed end, and carrying the weight and vibration at a point below the center of the frame, insures smoother running and eliminates the racking, so common in ordinary machines.

The air currents are supplied by two fans operating independently, which are easily controlled by the operator. The air is drawn up thru each suction trunk to the fans, and passes over two rows of

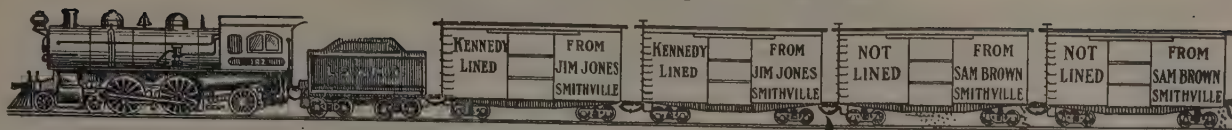
adjustable air valves which may be regulated as desired—Absolutely uniform velocity does away with "dead" spots, where grain misses cleaning, and "over strong" spots where good grain is drawn off and lost. After the grain has passed over the scalping, main-screens, and finally, over the sand or cockle screen, it falls in a thin uniform stream into a wide air trunk, where a strong current of air meets it, and removes all light material.

The construction of the machine is especially strong and simple, and positively does not rack.

Send for our catalog. Get our prices, and the record of results received by owners of this machine.

**The BEALL IMPROVEMENTS COMPANY**  
DECATUR ILLINOIS





# Profit line IT'S A SAD TALE

men, but honestly it's heart-breaking the way I have lost grain during the past few months. For example, every shipment of grain I have made since February 1st has shown a shortage at destination, and upon investigation it was found to be due to loss in transit, bad order cars you know, and I don't seem to be able to stop it." So sayeth Sam Brown, enterprising grain dealer of Smithville.

"Maybe it isn't just right for me to comment on your hard luck, Sam, but there is absolutely no sympathy for you from my direction. This losing grain in transit is all your fault. You needn't lose a kernel. I am not given to bragging, but I have been shipping grain nigh on to 30 years, and I have yet to hear of any of my grain being lost in transit, and believe me, Sam, I have had some awful cars up on my siding, but then that didn't phase me," said Jim Jones, also a Smithville grain dealer and close friend of the above mentioned Sam.

"But, Jim, I don't see how in blazes you do it. If you say it can be done it must be true. Tell me, Jim, how do you do it? It's time I was wising up on these new fangled things." From friend Sam.

"Well, Sam, that's the easiest thing I ever done. You just write the Kennedy Car Liner & Bag Co., Shelbyville, Indiana, for full information regarding

## KENNEDY CAR LINERS

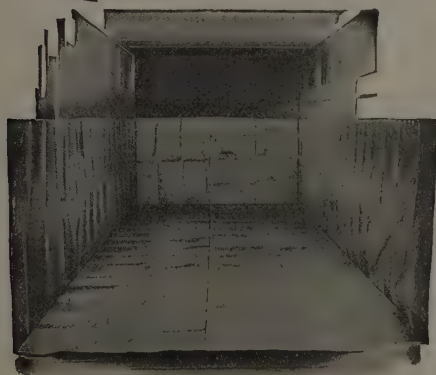
and you will soon learn the secret of my success in shipping grain." From friend Jim.

A story from life, and happening every day. Are you a Sam Brown or a Jim Jones? If you are in Sam's boots, so to speak, you, too, had better wise up a bit and get in touch with us about the car liner that has been used by the majority of the trade for many years.

We have various types of liners suitable for all cases of leaky cars: KENNEDY STANDARD LINERS being for cars in *general bad order*; KENNEDY END LINERS, intended for cars with *defective ends and corners*; and the KENNEDY GRAIN DOOR LINERS furnish protection at the grain doors, the paper being so reinforced as to be securely effective. After a shipper has become accustomed to their use the liner can be installed in a very short time, and time saved in patching an old car is alone worth the price of the liner.

There is only one KENNEDY system of Car Liners. It is a patented article and manufactured by us exclusively.

The NEW CROP will soon be here and during this season of the year you are always compelled to load bad order cars. Now is the time to lay in a stock of KENNEDY LINERS. Keep in step with the times—BE PREPARED.



THE  
KENNEDY  
CAR LINER & BAG CO.  
SHELBYVILLE, IND.



## What Will Your Power Cost?

Have any of you asked yourselves what your coal will cost next winter?

Have any of you asked yourselves what your gasoline will cost next winter, or your electricity?

Do you know there is just one way to dodge these high bills and that is to burn your corn cobs for fuel, instead of burning them up as you would waste paper?

If this country ever arrived at a time when it ought to conserve its resources, the time is now. The saving which can come from the burning of cobs and utilizing the wasted heat value in exhaust steam is marvelous if you will just get down to the study of the reasons why.

We think we can tell you about problems of this kind in a way which will be interesting if you will give us the chance. Just give us the opportunity to correspond with you regarding your needs.

**Chandler & Taylor Co.**  
INDIANAPOLIS, INDIANA, U. S. A.

## The Automatic Dump Controller

has been on the market since May 5th, 1908. We have over TWO THOUSAND (2,000) in use that are giving satisfaction throughout the United States and Canada. This, together with the fact that the demand for them is steadily increasing each year, is evidence within itself of their value.



No doubt, you realize the necessity of a well equipped Elevator this season, more than ever before, on account of the large amount of grain to be handled. You must have a dump that will handle the wagons quickly and smoothly, causing no friction and delay.

Our Dump Controller is simple in design. It is also durable in construction. This, together with the fact that it requires no attention, puts it in the lead for controlling dumps. It can be attached to either rail or platform dumps, or dump on scales.

Do you want the best, most safe and most up-to-date Elevator in your section? If so, do not fail to try our Automatic Dump Controller.

It is a Trade Getter, as well as a Trade Keeper.

CIRCULARS UPON REQUEST.

**L. J. McMILLIN**

523 Board of Trade Bldg. Indianapolis, Indiana  
When writing mention this issue of Journal

# Schumacher Feed

## "The Best All 'Round Feed"

### For Cows

Tell your customers to mix three parts SCHUMACHER FEED with one part dried distiller's grains, gluten feed, linseed meal or some other high protein feed or mixture. During grazing period use SCHUMACHER FEED to re-enforce pasturage. It is also a perfect balanced grain ration for dry cows and young stock.

### Schumacher Feed

is highly palatable, easily digested and made from the products of wheat, corn, oats and barley blended to whet the appetite and prevent "off-feed" conditions. It is the feed of almost all the world's champions of recent years.

### For Horses

SCHUMACHER FEED is a thoroughly kiln-dried balanced ration in itself for horses—always ready, appetizing, of the same quality, highly nutritious, easily digested and economical. Tell your customers to feed

### Schumacher Feed

to their horses and watch the general effect. They will soon find them looking better, working better, feeling better and the cost of the feed will be less than feeding the whole grain.

### For Hogs

Recommend mixing SCHUMACHER FEED in a thick slop using one-part SCHUMACHER FEED to three parts water by measure, and feed it three times daily. For big, growthy hogs and to increase weight rapidly no other feed is needed—not even corn.

### Schumacher Feed

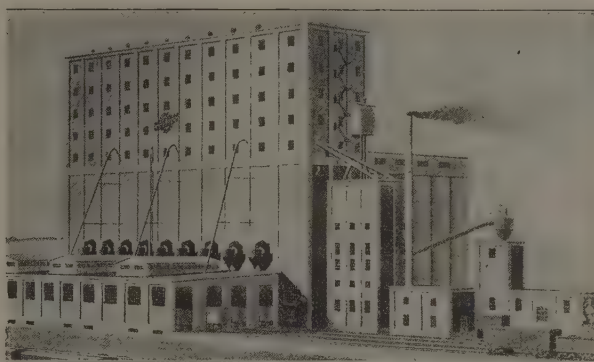
is the ideal balanced ration for hogs—easily digested—does not overheat or cause indigestion. Feeding tests show that it will produce more weight than any other single grain your customers can feed.

**The Quaker Oaks Company**

Address Chicago, U.S.A.



There are Two  
Richardsons In  
Equity Co-op.  
Exchange Terminal  
St. Paul, Minn.



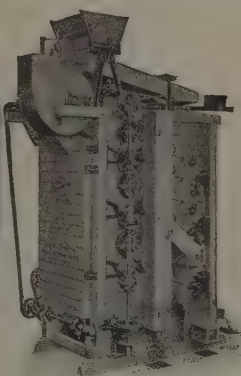
Northwestern R. R.  
Terminal

Council  
Bluffs, Ia.

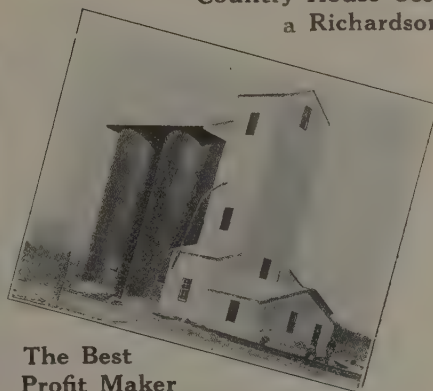
Equipped With Two  
Richardsons



From One  
to a Dozen in  
Every N. W. Terminal



THE RICHARDSON  
Wheat and Oat Separator



The Best  
Profit Maker  
in the Country House

# ECONOMY AND EFFICIENCY Demand RICHARDSON OAT SEPARATORS

used in practically every terminal  
and country elevator handling spring  
wheat. Increased profits will be yours  
if you heed this advice—investigate.

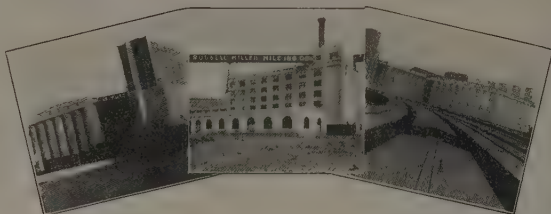
RICHARDSON OAT SEPARATORS For Your Terminal House  
RICHARDSON OAT SEPARATORS and SIMPLEX GENERAL PURPOSE CLEANERS  
For Your Country House.

## RICHARDSON GRAIN SEPARATOR CO.

MINNEAPOLIS:  
15th Ave., S. E. & N. P. Track

WINNIPEG:  
THEO. KIPP CO., Ltd., Union Trust Bldg.





IF  
**PIERSON-WILCOX ELECTRICAL  
INSTALLATIONS**

MERIT THE APPROVAL OF  
THESE FIRMS—WHY NOT YOU?

WE HAVE the organization  
and have proven our ability  
to make any size installation.

WE HAVE only one grade.

**PIERSON-WILCOX ELECT. CO.**

McKnight Bldg.

Minneapolis, Minn.

**Hotel Muehlebach**  
Kansas City, Mo.



**500**

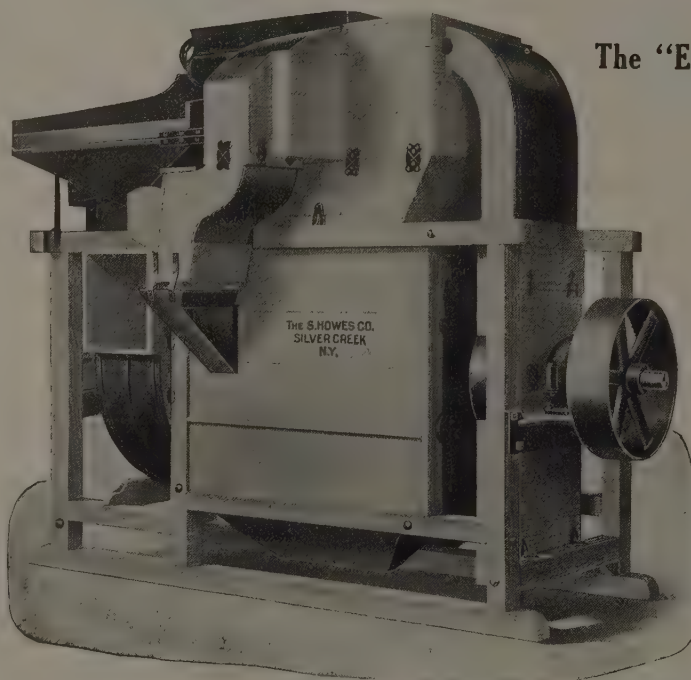
New Fireproof Rooms

Rate from \$2.00

The House of  
Utility-Service-Elegance

Operated By  
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Under the Personal Direction of  
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The "Eureka" **Oat Clipper**

Experienced men prefer this machine because:

It requires only half the power of other machines.

The oats are completely tailed without hulling or injury to the grain.

Our die-cast case is thicker, heavier and harder, and lasts longer. It has innumerable ventilating slots, very narrow and uniform, thus preventing leakage and loss of pin oats.

Suction trunks are extraordinarily wide, and permit of freeing the grain from clippings and dust.

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"Eureka" Oat Clipper with Ball Bearings

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The world's largest producers of high class Grain Cleaning Machinery





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if your elevator is not  
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throughout. Hundreds of our installations  
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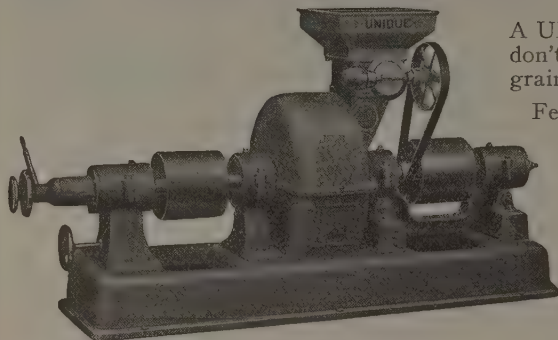
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BIRMINGHAM  
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The Mill of TODAY—Motor Driven if preferred

A UNIQUE BALL BEARING ATTRITION MILL you don't know about the extra profits you can make in your grain business through grinding feed.

Feed grinding IS profitable if you can do it right.

Don't pass this up and say it's a high priced grinder; because it is **not**, if you consider the work it does. Let us show you samples of grinding—and they will be genuine samples that you can duplicate any day—any time, with one of our mills.

*DON'T DELAY—TO-DAY is the time to ask for them.*

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## The Important Factor—Economy.

In the proper development of a feed grinding business—economy is one of the most important factors.

Earnings should not be considered as the only available source of income—because profit can be both earned and saved through the operation of

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Motor driven  
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Don't Neglect to Ask for the Catalog.

With the installation of this combination of mechanical and economical efficiency, you are guaranteed a saving of from 25 to 50% in power and 95% in lubricant; clean floors, cool bearing and an always uniform, high grade product with a minimum amount of attention.

The Monarch is the Original Ball Bearing Attrition Mill, a satisfactory, test proven and guaranteed feed grinder; non-trammable and non-expensive in maintenance, imitated but never approached in efficiency or construction; with six years of success behind it and many more to come.

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There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

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You know what feed mill to install? Write and ask us.

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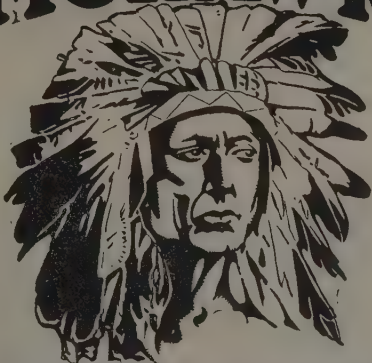
The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; 1are; Net; Bushels; Pounds; Price; Amount.

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# MOHAWK



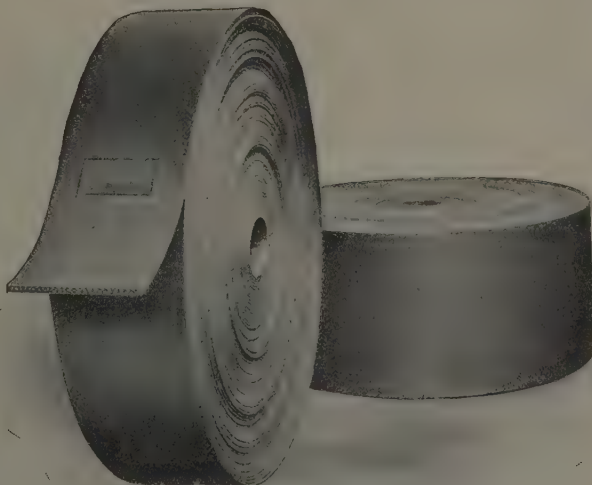
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You can depend upon  
MOHAWK  
BELTING

**3,000 Pounds Hydraulic Pressure**—Naturally we guarantee good service after the belt has been stretched and frictioned and put together under that enormous pressure.

We recommend the MOHAWK brand rubber belting for conveying grain, and especially for bucket elevators. It is made of heavy duck and we guarantee it a good, serviceable belt for all ordinary work; in fact, we will replace any of it which gives out thru defective material or workmanship. We'll gladly help solve your belting problem.

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301 West Randolph Street, Chicago, Ill.





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All that its name implies:  
Strong and Sturdy with  
known qualities of Strength.

HOW OFTEN HAVE YOU  
paid the bill for belting that  
was useless, yet only part  
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HOW OFTEN HAVE YOU  
watched your competitor  
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cause your belting failed  
you?

HERCULES quality belt  
has stood the test—you can  
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Made of a special quality of  
tough woven duck, special-  
ly adapted for "grain eleva-  
tor service." The plies are  
frictioned together with a  
compound that eliminates  
separation of the plies.

Specify the HERCULES  
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Send today for samples and  
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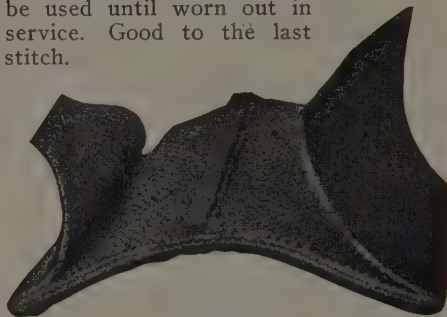
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## "R. F. & C." Non-Separable Ply Rubber Belt CAN NOT SPLIT

in the **PLIES** like this. Can  
be used until worn out in  
service. Good to the last  
stitch.



"R. F. & C." is the **RUBBER BELT** you  
should have in your elevator if you want  
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Belts punched accurately  
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We can ship you the day the order is received any size Conveyor or Elevator Belt from 1" to 38" wide. All sizes carried in stock in 1000' rolls.

## IMPROVEMENTS

There is nothing mysterious about the lasting quality of "Rexall" Belting. Its double stitched construction prevents ply separation and the superior quality of duck used insures maximum wear. Special chemical treatment renders it pliable at all times and makes it impervious to moisture and to changes in temperature. You'll be interested in examining a sample. Write for one.

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### REXALL DOUBLE STITCHED BELTING



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*is the only device that  
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The No. 29 B. Seed and Grain Cleaner is unequalled for its fine work on Clover, Timothy and all fine seeds of this nature. Has four full length screens, with traveling brushes under each. Seed passes over each screen which means 4 distinct cleanings are given. Then the seed or grain is air weighed by a vertical blast governed by our special air controller. Plump grains are dropped back, and the lighter chaff and small grains are carried away. By all means investigate this machine. It should be your first step toward the purchase of a cleaner.

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We guarantee not a kernel of oats left in the sample and not a kernel of wheat lost with the oats.

Over 7,000 elevators, flour mills, grain inspection departments, boards of trade, and the U. S. grain standardization department are using the tester.

Eliminates all guess work. Saves all wheat.

Farmers prefer selling where dockage is determined with the EMERSON TESTER.

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*will be printed free in the 15,000 copies of the 1917 List of Users of the Universal Grain Code if you notify us promptly that you have a copy of the code.*

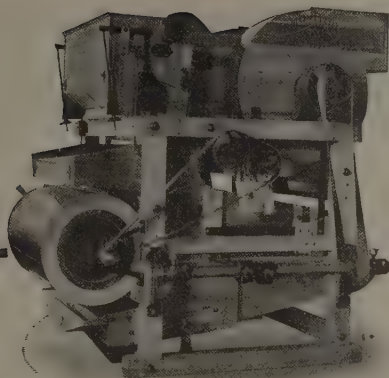
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Chicago, Illinois



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**2 Full Seasons  
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At last—a safe, simple, economical and highly practical solution of the oats-mixed-with-wheat problem—oats removal at a capacity and with an efficiency that justifies this machine's adoption wherever oat removal work is required.

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ELEVATING AND  
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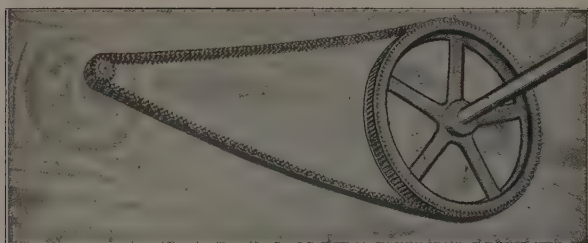
### ELEVATOR MACHINERY

**G**RAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

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### Power Transmission

The most modern method for obtaining the full use of your electric current through your motors to your machinery.

Cut steel pinions, cast iron cut sprockets and the best made Silent Chain make AMERICAN HIGH SPEED SILENT CHAIN DRIVES the ultimate solution and afford the final overcoming of your power transmission problems.

**NOISELESS — COMPACT — POSITIVE — EFFICIENT**

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**\$75,000.00 Just Expended in Betterments**

Location central to all lines of business.

One block from Board of  
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the Grain Dealers of the West  
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*Make reservations now*

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—with molasses, or dry; with whole, broken or ground grain—

### THE INVINCIBLE MOLASSES FEED-MIXER

handles all with ease and uniformity. Whips molasses well into the fibre of the stock, and produces a fine, glossy mixture, free from lumps, and non-caking.

Guaranteed Invincibly: "Satisfaction without Reservation."

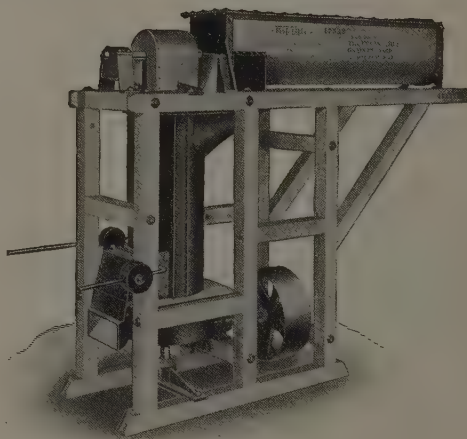
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Chicago, Ill.

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THE RUSSELL MILLING COMPANY

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Are you going to build a Grain Elevator this season?

If so, you will need a well equipped plant to handle the amount of business that will be handled this year on account of the War Situation.

There are a great many points to be considered when contemplating building a Grain Elevator.

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The difference in cost in good material and poor material is a small item.

A little additional time in designing does not add to the expense.

The difference between good workmanship and poor workmanship is offset by appearance.

OPERATION, DURABILITY, and, most of all, SATISFACTION, will soon reward the owner for the difference in expense.

THINK BEFORE YOU LEAP!

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*Be Satisfied This Season!*

**"YOUNGLOVE does all the Contract calls for and MORE."**

Concrete and Tile  
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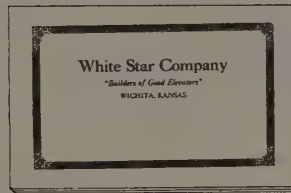
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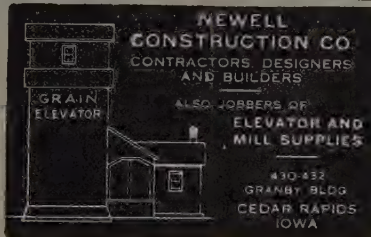
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Chicago, Illinois



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SPECIALIST  
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Write  
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Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

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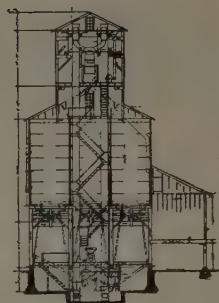
**Grain  
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# You Can Rely On A **RELIANCE**

**To Handle Your  
Grain at Rock Bottom Cost**



Don't buy grain unless you have an elevator that will handle your grain at the minimum cost per bushel.

RELIANCE ELEVATORS are built along the most modern and up-to-date lines. They are arranged in a way that promotes the efficiency in handling incoming grain. Owners of Reliance Elevators are their best indorsement. There is an owner of a Reliance Elevator in your neighborhood; write him and get his opinion of our work. Write us and we will go into detail and tell you just what kind of an elevator is suited to your needs, the price of it, etc. Do it today.

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**Perfection Metal Products Company  
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ENGINEERS AND BUILDERS  
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**W. C. BAILEY**  
Contracts and Builds  
Modern Grain Elevators  
We can furnish and install equipment in old  
or new elevators, guaranteeing greater capacity  
with less power, and positive Non-Chok-  
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**FIRE PROOF  
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ARE Being Built and  
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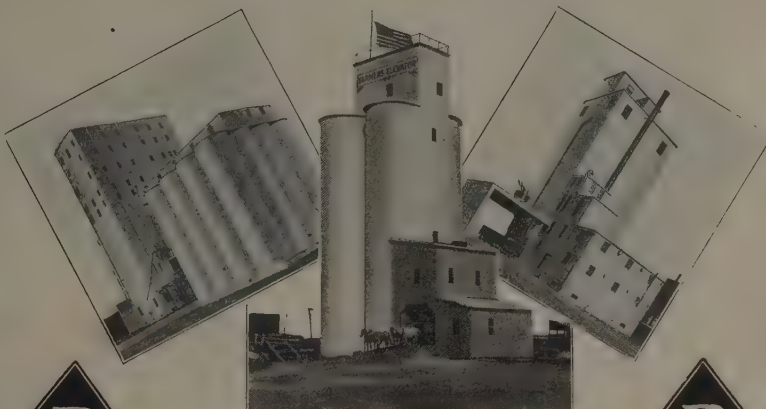
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### You Can Sell— Your Elevator

by advertising directly  
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With a plant 100% efficient  
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Burrell-Built grain elevators are the last  
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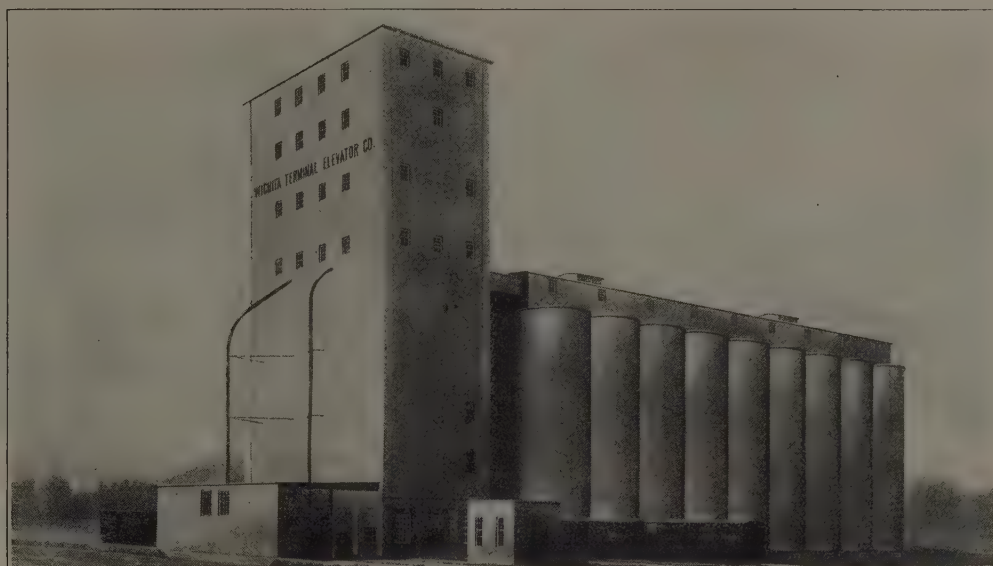
Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

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Now under construction. Total Capacity of Plant: 1,000,000 Bushels.

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The 1,250,000 Bushel

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**GRAIN ELEVATORS**

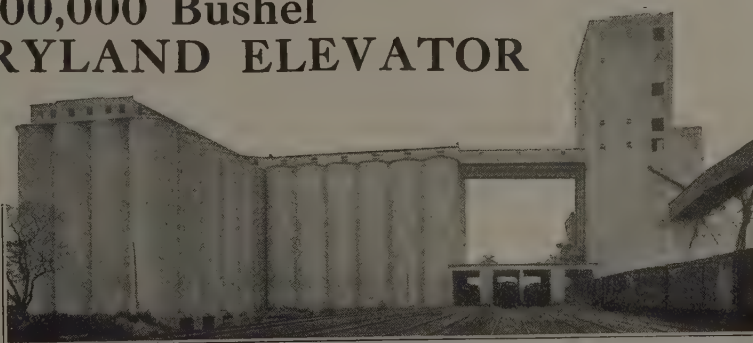
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**Most Serviceable and  
Most Economical Paint**

they have ever used.

Expert opinion and service records of this kind should persuade you to be a user of DIXON'S SILICA-GRAPHITE PAINT.

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**Jackson, Michigan**

## Coal Handling Machinery

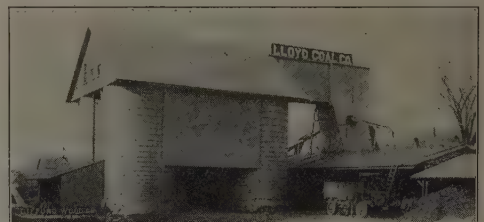
If you are confronted with the problem of how to reduce your

### Coal Handling Costs

our engineers will solve the trouble—no charge for this service.

We design and manufacture Coal Elevators, Conveyors, Belt and Apron Conveyors, Pockets, Screens and Chutes, Wagon Loaders, Bagging Hoppers.

Write for Catalog No. 16. Address nearest office for quick service.

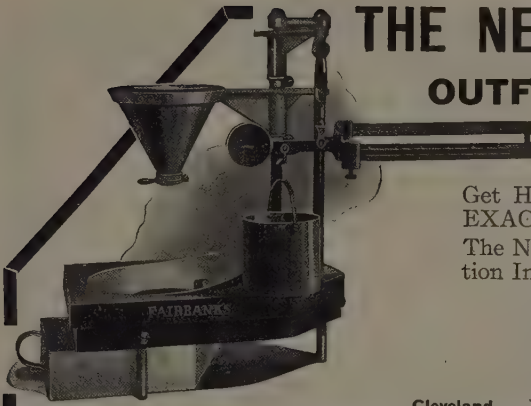


## GIFFORD-WOOD CO.

Chicago Office: 565 W. Washington St.  
Hudson, N. Y. New York Boston Philadelphia

# THE NEW FAIRBANKS

## OUTFIT FOR *Standardized* GRAIN TESTING



Get Highest Value for your grain by knowing in advance the EXACT QUALITY of what you buy and sell.

The New Fairbanks Grain Tester—used in Grain Standardization Investigations—has all features required by Test Experts:

Test Pail rests on firm base—grain falls into it uniformly.  
Hopper rigidly held while grain pours through opening at base.  
Special Stroker levels contents same amount each time.  
Scale Beam accurately graduated to give fine readings.

**FAIRBANKS, MORSE & CO.**

Cleveland Cincinnati Chicago Kansas City St. Louis Omaha St. Paul

## THE FORESTER

### Automatic Drain Circulating PUMP

will take care of the water in your Engine. No bursting of cylinders or accumulating of lime in the water jacket.

A post card will bring circulars

**G. G. FORESTER MFG. CO.**  
MOLINE, ILL.

## The W-W

### Feed Grinder

No Burrs  
No Plates  
No Sharp Edge  
Knives



**GRINDS** Alfalfa, Corn Fodder, Ear Corn with or without shucks, Head Kaffir, Small Grain, Etc.

Not injured by small stones, bolts or nails. **Catalogue FREE.**

**Wilson - Wetterhold Grinding Machine Co., Wichita, Kan.**

## START

### The New Mill

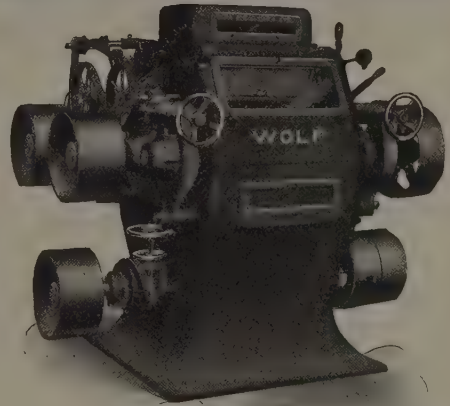
with the

## WOLF

### Unmatchable Line

*Wolf--The Mill Furnisher*

**The Wolf Company**  
Chambersburg, Pa.



## THE BURNING QUESTION!

What is the user of internal combustion to do for fuel?

At the present high price of gasoline, he cannot operate profitably, yet he cannot discard his present equipment for an expensive oil burner.

But—he can get a new KEROSENE CARBURETOR from us and SAVE 60% ON HIS FUEL BILL.

We equip all makes of Stationary Engines, also FORD cars for pleasure, Tractor and Truck work.

References from farmers and elevator men on application. Address:

**KEROSENE CARBURETOR CO., Frankfort, Indiana**

## CLARK'S

### Car Load Grain Tables

Seventh Edition Revised and Enlarged

WITH these tables you can quickly check up all reductions and detect and prevent errors, which in the car lot business are liable to run into the hundreds of bushels. Largest and most complete car load reduction table ever published. Five new tables have been added and a set of tables for Malt is included in this new edition. RANGE—Oats and Cotton Seed (32 lbs.), 7 tables, from 20,000 to 97,000 lbs. Malt (34 lbs.), 5 tables from 20,000 to 75,000 lbs. Barley, Buckwheat and Hungarian Grass Seed (48 lbs.), 7 tables, from 20,000 to 97,000 lbs. Corn, Rye and Flax Seed (56 lbs.), 9 tables, from 20,000 to 118,000 lbs. Wheat, Clover, Peas and Potatoes (60 lbs.), 9 tables, from 20,000 to 118,000 lbs. The number of bushels in any weight of grain within the numbers specified above are given in bold face type, the remaining pounds in light face type. Pounds are printed in red and bushels in black. PAPER—These tables are printed on durable heavy linen ledger paper and bound in leather covers with marginal index. Price, delivered, \$2.50.

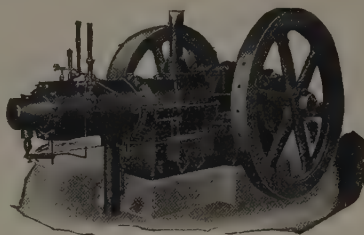
**GRAIN DEALERS JOURNAL** 315 So. La Salle St., CHICAGO ILLINOIS



# The Real Improvement—

Look to your power plant when you are investigating the reason why your elevator is not paying the dividends it should. More money is wasted in power plants than is made in the elevator, if the power unit is not up to standard.

The "Money - Making" MUNCIE—the engine with a record—is the engine for you to install. It operates on the cheaper grades of fuel oil and has a continuous running record of 150 days. "Muncie-ized" elevators are on a paying basis.



A "Money-Making" MUNCIE in your elevator means more money in your pocket at the end of the year. It is the real improvement that you should make this year. You will have expensive grain to handle, and, to get the most out of it, it's up to you to install the power that will handle it the best and cheapest.

If the "Money-Making" MUNCIE will produce dividends for you, as we claim, then it will be unnecessary to importune you to purchase; our product should stand on its unpresuming merit. However, we want you to be sure before you spend your money. If you will give us the chance, we can convince you that our statements and our product are all we claim. Write today.

**MUNCIE OIL ENGINE COMPANY**  
516 Jackson Street MUNCIE, INDIANA

The first cost  
of OTTO  
Engines is  
almost the final cost



They are sturdy, trustworthy and rarely need repairs.

OTTO Engines for heavy loads, whether used steadily or intermittently, save fuel, because they consume so little. They give unequalled satisfaction.

These are facts that you can prove on investigation. Ask us for full information and evidence today.

The Otto Gas Engine Works

Main Office and Works, Philadelphia  
114 Liberty St., New York  
15-17 S. Clinton St., Chicago

**OTTO**  
**E Gas and Gasoline**  
**Engines**

## OUR IMPROVED RAILROAD CLAIM BOOK

requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of the claim.

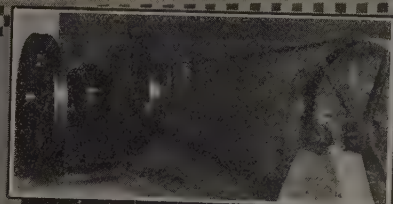
Form A is designed to prove claims for Loss of Weight in Transit.  
Form B—Loss of Quality Due to Delay in Transit.  
Form C—Loss in Market Value Due to Delay in Transit.  
Form D—Loss in Market Value Due to Delay in Furnishing Cars.  
Form E—Overcharge in Freight or Weight.

These five forms are well bound in three styles, as follows:  
Form No. 411-A contains 100 sets all Form A. Price \$1.25.  
Form No. 411-B contains 100 sets all Form B. Price \$1.25.  
Form No. 411-C contains 60 sets Form A, 10 sets Form B, 10 sets Form C, 10 sets Form D and 10 sets Form E. Price \$1.25.

Send all orders to

**GRAIN DEALERS JOURNAL**  
315 South La Salle Street CHICAGO, ILL.

# There's a Reason Why the Lauson Kerosene Engine is Preferable



Because the heart of any elevator or mill installation is the power plant.

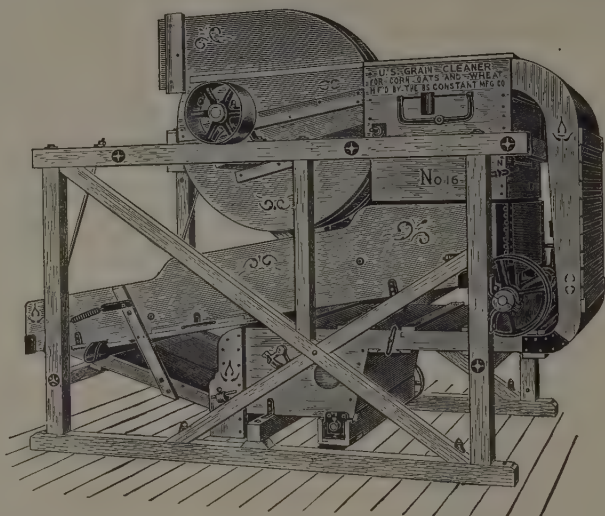
Dependable economical power, such as is furnished by Lauson Kerosene Engine is always the most profitable.

We have solved the power problems for hundreds of elevator and mill owners and we believe we can do the same for you.

Tell us what you want to drive and we will recommend a size Lauson for your particular needs.

**The JOHN LAUSON MFG.CO.** NEW HOLSTEIN, WIS. U.S.A.  
65 Monroe St.



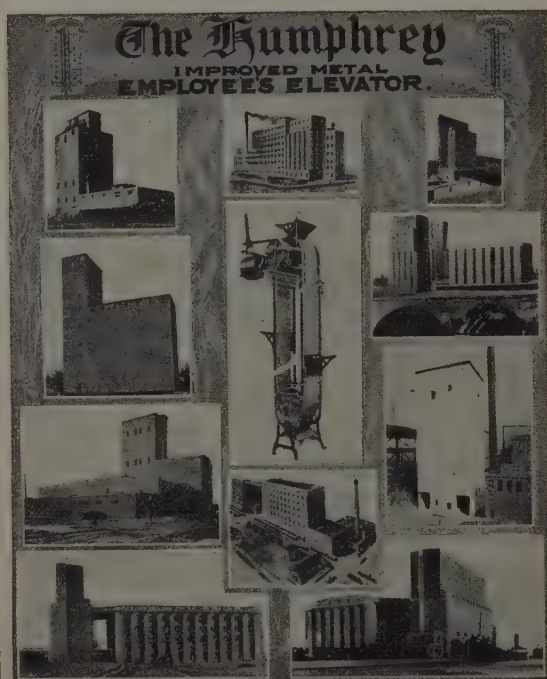


Our  
Catalog  
On  
Request

## Easily The Leader in Satisfactory Grain Cleaning

The "U. S. Grain Cleaner" has for so long been giving satisfactory service in hundreds of grain elevators throughout the country, that it is no wonder that it is considered the leader. It has built up an enviable reputation. This is the kind of a cleaner you should install in your elevator. You had better give the subject some thought at this time, as the new crop is not many months away. Look your machinery over and see what you need—we can supply it.

**B. S. CONSTANT MFG. CO.**  
BLOOMINGTON, ILL.



Write for particulars

**Humphrey Elevator Company**  
Sole Manufacturers      FARIBAULT, MINN.

## TRAVEL

**With the Grain Dealers Journal  
Into the offices of your fellow  
Grain Dealers**

Visit the numerous grain conventions thruout the country. The great Court chambers where the legal controversies of your business is being decided.

Learn of the different methods being used by the most enterprising grain dealers.

Note the wonderful improvements being made in mechanical facilities for handling and improving grain.

See it all in the GRAIN DEALERS JOURNAL, WITHOUT SETTING FOOT OUTSIDE YOUR OWN OFFICE.

From NOW ON DON'T MISS A SINGLE NUMBER—TWICE EACH MONTH—ONE YEAR, ONLY \$1.50.

**RITE US NOW**

**GRAIN DEALERS JOURNAL**  
305 South La Salle Street, Chicago, Ill.

## HALL SPECIAL ELEVATOR LEG

Adds 100% EFFICIENCY to the cup belt. It revolutionizes the system of elevating grain. It is AUTOMATIC in ACTION.

The grain is fed to it automatically and unerringly without mechanism and is as reliable as gravitation. In consequence of these facts it is 100% MORE DURABLE than other legs. It is INSTALLED BY OURSELVES AND GUARANTEED IN YOUR ELEVATOR.



The dollars LOST by mixing grain through your "turn spout" accumulate rapidly.

The cheapness of the spout in first cost is a negligible factor unworthy serious consideration.

The profits from using a

### HALL SIGNALING DISTRIBUTOR

come in silently, invisibly, but regularly with the returns from your grain sales.

**HALL DISTRIBUTOR CO., 222 Range Bldg., Omaha, Nebr.**



## BY USING

the Ibberson Pat. Double Distributing Spout you can elevate with both legs to one bin or car at the same time, or separately. You also eliminate one complete set of wooden spouts which run from Distributing spout to bins.

This spout is not an experiment, but is complete in every respect.

Manufactured and sold exclusively by

**James J. Gerber**  
Minneapolis, Minnesota

## GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



5055

Style No. 5055 Corn Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

## The Torsion Balance Co.

Pacific Coast Branch:  
49 California Street  
San Francisco, Cal.

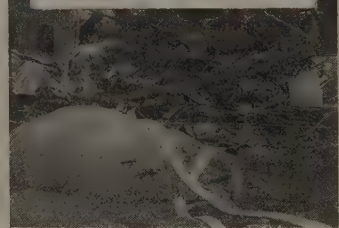
Factory:  
Jersey City, N. J.

Office:  
92 Reade Street  
New York

## Elevator Fires

### ELEVATOR FIRES 1902-1916

	No.	Per cent.
Locomotive sparks...	93	13.93
Lightning .....	181	27.31
Friction .....	77	11.59
Origin in power and		
cob house .....	53	7.98
Outside exposure ...	74	11.13
Supposed incendiary	14	2.11



## IT MAY HAPPEN TO YOU

The figures show that 61% of all fires can be prevented by Sykes Galvanized steel siding and roofing. It cuts the fire insurance premium and prolongs the life of the wooden house indefinitely. The insurance company offers you one great inducement to protect your property, but your own good common sense ought to tell you the advantage of staying in business by keeping your house safe from outside hazards.

## SYKES

### Fireproof Window Frame

eliminates the probability of sparks from passing locomotives lodging on your sills and starting a fire that might destroy your house. It is also water tight and will resist decay for a lifetime. Send for particulars regarding the dollar and cents value of fire protection such as we offer you.

## The Sykes Company

920 W. 19th Place  
CHICAGO

### Cover's Dust Protector

Rubber Protector, \$2.00

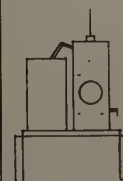
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER  
Box 404 South Bend, Ind.



## MOISTURE TESTERS

Flint-Brown-Duvel  
Complete Apparatus



If you do not own one write us at once—NOW—for prices and our new Booklet.

DE ROO & SON, Inc.  
FLINT, MICH.



**CLEAN AND LOAD IN ONE OPERATION**

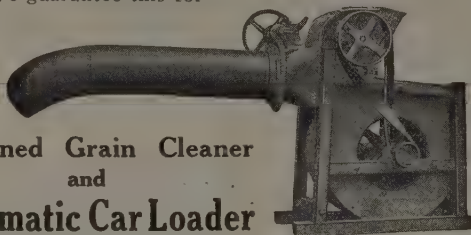
Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The

Combined Grain Cleaner  
and**Pneumatic Car Loader**

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

**MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.**

It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

**For Accurate Moisture Tests**  
use our Grain Dealers Air Tight  
Cans for forwarding your grain  
samples.

**ST. LOUIS PAPER CAN AND TUBE CO.**  
ST. LOUIS, MO.

**Are You Wasting Money?**

Operating machines and shafts that could stand idle at least a part of the time. Equip your plant with Foster Clutches and start saving money. Get our Free Booklet, Decatur Foundry, Furnace & Machine Co., Dept. D, DECATUR, INDIANA

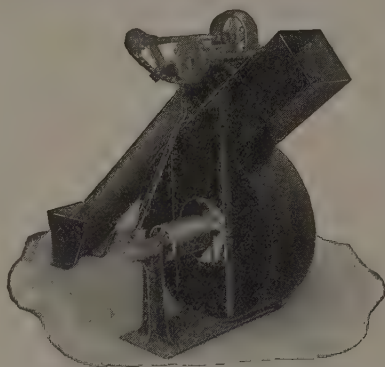
**BOWSHER FEED MILLS****GROW HEALTHY STOCK**

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

**Write for Catalog**  
and folder about the value of different feeds and manures.

**The N. P. BOWSHER CO.**  
South Bend, Ind.

**Whether You Build or Remodel**

you want the most simple and up-to-date equipment, and that is the BERNERT line of pneumatic grain handling machinery. If you are in need of a Conveyor, Pitless Elevator, Car-loader, Combined Elevator and Car-loader, or Track-loader, both stationary and portable, etc., then do not wait, but write today for catalog and descriptive matter to the

**BERNERT MFG. CO.**

759-33d St., Milwaukee, Wis.

Everything in Pneumatic  
Grain Handling Machinery

**Eliminates  
Spotting  
Charges**

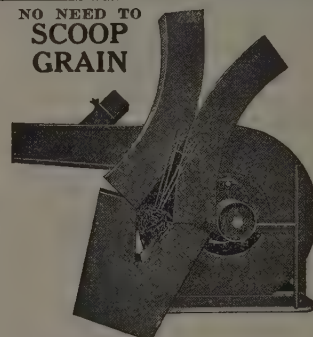
**Thirty Days FREE Trial**

We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

**NEW BADGER**

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately.

**Advance Car Mover Co., Appleton, Wisconsin**

**NO NEED TO SCOOP GRAIN**

Loads every car to full capacity without scooping in dusty car. Improves grades. Cannot injure the tenderest grain. Simple and easy to install and operate. It will pay you to write for booklet, "Don't Swallow the Dust." Do it now.

**MAROA MFG. CO.**  
Dept. G. MAROA, ILL.  
Boss Car Loaders.

Prevent  
**CLAIM LOSSES**  
with

**TYDEN CAR SEALS**

Bearing shipper's name and consecutive numbers.

**6000 SHIPPERS**  
Are now using them.  
Write for samples and prices.



**INTERNATIONAL SEAL & LOCK CO.**

Chas. J. Webb, Vice-President  
617 Railway Exchange Bldg. CHICAGO, ILL.

**Receiving and Stock Book**

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 . . . Price, \$1.75

**GRAIN DEALERS JOURNAL, La Salle St., Chicago, Ill.**

When you see it in the  
**JOURNAL**  
help us by saying so

# Grain Elevators Wanted

Grain elevators in all sections of the country are in great demand at this time. If grain dealers who wish to dispose of their plants will properly place before the trade a complete description of the elevator they wish to sell they will find many buyers.

The most thoro and effective manner in which to place an elevator before the trade, is thru the "Elevators For Sale" columns of the Grain Dealers Journal. This enables you to place your proposition before over 6,500 possible buyers who recognize the Journal as the grain trade's accepted medium for "Wanted-For Sale" advertisements.

After running an advertisement in the "Elevators For Sale" columns of the Journal a few times we received the following letter from N. L. Layer & Son, Wyatt, Ind.:

We were more than pleased with the results our ad in the Journal gave us. We received 28 answers from parties who were interested, and the parties who bought first learned of our elevator through the Journal's advertising columns.

## Letters from other users of the "Elevators For Sale" columns

We are in receipt of yours of the 20th and beg to state that thru your valued paper we have succeeded in selling our elevator. Helm Grain Co., St. Joseph, Mo.

We sold our elevator thru the advertisement in the "Elevators For Sale" columns of the Journal. John Ristvedt & Son, Paton, Iowa.

The Journal was a valuable aid in selling our elevator, which we had advertised in the "Elevators For Sale" columns. Newcomer & Delozier, Adair, Okla.

This is convincing proof that if an elevator in good repair, located in good grain territory, is offered to the trade thru the Journal, it will be sold quickly and without paying a commission. In each of the above cases the elevator was fully described, telling the prospective purchaser the essentials he should know to consider its purchase. This, together with the fact that the announcement was placed before the right men, brought quick and satisfactory sales.

Advertisements in this department cost but 20c per type line each insertion; 10% discount for cash.

Do you wish to sell an elevator?

Do you want to buy an elevator?

Whatever you wish, write full particulars to

**For Sale-Wanted Dept.**

# GRAIN DEALERS JOURNAL

305 So. La Salle St.

Chicago, Ill.



## Supply Trade

PROGRESSIVE advertisers are progressive merchandisers and it pays to do business with them.

### SUPPLY TRADE

FRANKFORT, IND.—We have all the work we can handle before the new crop starts to move.—Efficient Erecting Co.

NO. VERNON, IND.—The King Mfg. Co. has purchased a new site and will build a new factory for the manufacture of its hog and dairy feeds and buckhorn machines.

THE CONCERN that uses your business paper to tell its business story is simply making it easier for you to buy intelligently with the least waste of time on your part and theirs.

THE Rochester sales office of the Gifford-Wood Co. has been transferred to Buffalo, with offices in the Electric Bldg. J. E. Moul, formerly Rochester manager, will have charge of the Buffalo branch.

CHICAGO, ILL.—D. C. Wines, who for a number of years has been in the estimating department of Jas. Stewart & Co., has opened an office for general estimating, and he will specialize in grain elevators.

CHICAGO, ILL.—The Burrell Engineering & Construction Co. has just issued very attractive folders showing illustrations of terminal elevators, country elevators, milling and storage plants which they have built. They will send any or all of these folders to Journal readers upon request.

CHICAGO, ILL.—C. F. Schoonmaker, who has been manager of the Power and Mining Department of the General Electric Co. for the past ten years, resigned May 1 to accept a position with the Quaker Oats Co. as electrical engineer. R. T. Shields, who has been connected with the General Electric Co. for over six years, will fill the vacancy made by Mr. Schoonmaker.

THE RIGHT kind of advertising shortens the distance between human minds just as certainly as the railroad has shortened the distance between places. It is still possible to walk from New York to Chicago, and it is still possible for a business to get along without advertising, BUT—don't forget that the seller who does not advertise, is not only paying for the results that such advertising would get him, but he is also paying more than necessary.—*Railway Age Gazette*.

IN AN advertisement on page 732 the Hess Warming & Ventilating Co. calls attention to the serious conditions confronting makers of metal—and especially of sheet steel-goods. There is an actual and increasing shortage of metals so great that the government is causing sheet steel mills to turn out tin plate, for canning purposes, rather than sheet steel for general use. The Hess Company, with knowledge of these conditions, has for months accumulated such metals as it could procure, but normal needs will exhaust its supply readily, and it can be replenished only at greatly increased cost and delay. The Hess Company requests those needing driers and conditioners, in the way of preparedness for the immense crops in prospect, to anticipate their wants as early as possible.

GOLDSBORO, N. C.—A. Roscower, publisher of the *Headlight*, in the U. S. District Court for the Eastern District of N. C., has been found guilty of using the mails to defraud. He mailed letters claiming a net paid circulation of 6850, yet the local postmaster testified that the total number mailed was less than 1000. Some advertisers object to being swindled by the circulation liar.

MINNEAPOLIS, MINN.—The Richardson Grain Separator Co., which specializes in the construction of machinery for separating oats from wheat, has perfected the construction of this machinery to such an extent that it makes this separation without any waste whatever. The Richardson Separators are now operating 24 hours daily in mills thruout the country. 300 of these separators are now being used in the terminal elevators of Minneapolis, Duluth and Chicago. This company reports a serious shortage of materials for manufacture and skilled labor, which makes it difficult for manufacturers to make prompt delivery. The elevator owner who is in need of cleaning machinery will do well to get his order in early.

### Spring Styles for Elevators.

The military style will prevail this spring in elevators, and they will be fashioned after gunboats, always cleared for action, especially from July 1 on. Paint will be of war gray, with red, white and blue trimmings.

Scales will be rapid fire in action, prepared with automatic ticket feeders for the speedy weighing of the tanks in which grain will be hauled.

Dumps will be equipped with controllers to care for the jar of the wagon when the grain is shot into the receiving sink.

The one deviation from the grimness of the strife will be the excitement afforded when the boots are clogged. As too busy a season is anticipated to afford time to cook meals, only grain will be carried in buckets. The bins will be filled with gold which will later be loaned to our allies along with the other money.

Castellated cupolas will adorn the top of the elevator, and these will be equipped with a searchlight for spotting any enemy approaching in the shape of forced regulation of grain handling. It will also afford a light on future prices. Lightning rods extending up from the cupolas will be equipped with wireless connections for receiving latest market quotations.

Strong intrenchments will be thrown up around the elevator to protect from the enemy fire, and daily inspection will be made of all equipment to withstand such attack. Dust collectors will be installed to offset gas attacks and all windows will be covered with heavy wire screen to keep out hoboes with incendiary tendencies.

At night a sentry will stand guard to warn of the approach of sharp shooters who might fire the fortress, and care will be taken that the day army does not contain spies or other slackers.

Non-chokable boots are ultra-fashionable, but chokable boots will be clogged at all gatherings, especially where cobs are driven in place of autos.

The top coat will be of slate, asbestos, or iron to keep out rains, and also to nullify the effect of hot sparks.

The national colors will be displayed prominently at all times.

### Iron the Eaves.

We find many iron covered elevators with the eaves unprotected. This is a mistake. It may cost \$25 more to do this work, but it is worth it. Elevator owners often force contractors to cut every corner in order to keep within a prescribed limit, and the eaves are generally cut, as the necessary lightning protection can easily be secured by connecting the roof and eaves with a good conductor; but one never knows just what his future exposures are going to be. And as protection against exposure fires, iron covering is all but useless if the eaves are unprotected. Fire can easily crawl through them, and especially so in small towns without fire fighting equipment.

If you are going to iron the elevator, do a good job in the first place, and iron all of it, including the eaves and window panes.—*Our Paper*.

THE FIRST sale of Canadian wheat at \$3 was made Apr. 30 to the Pillsbury Flour Mills Co. at Minneapolis.

NORWAY'S SUPPLY of grain, including the coming crop, is sufficient until September if none is exported. Then the country will be entirely dependent on the United States for grain supplies.

A CARGO of about 560,000 bus. of grain was recently loaded into the hold of the British steamship *Clarissa Radcliffe* at Charleston, Mass. This is the largest cargo ever loaded at the port of Boston.

STOCK of Montana are starving to death because the farmers have marketed huge crops of wheat and oats at top prices and failed to keep out enuf oats for feed.

THE IMMEDIATE passage of bills establishing a minimum price to farmers for their crops is urged by Geo. W. Perkins of New York. He recommends a minimum price of \$1.50 for wheat, \$1 for corn, \$6 for beans, and \$1 for potatoes at the nearest delivery point.

AUSTRALIAN WHEAT this crop is very low quality, and the fair average quality standard in Victoria has been fixed at 60¼ lbs. per imperial bushel, the lowest on record. The New South Wales standard has been fixed at 56¾ lbs., but wheat in the western and southern portions of the country is well up to the average.

THE MIDDLETOWN Grain & Coal Co., Middletown, Ill., can justly claim the honor of having shipped the largest car load of corn on record. The car contained 2,483 bushels and brought the amount of \$3,451.91 on the Chicago market. This is about three times the normal. It was sold by John West & Co.

THE TRUTH as to the wheat supply situation is told by Victor Boret, president of the agricultural comite of France. Mr. Boret says the French wheat crop of 1917 will be short of the requirements by 127,000,000 bus., and the requirements of all the importing nations will be 500,000,000 to 575,000,000 bus., to supply which the exporting nations can furnish only 310,000,000 to 364,000,000 bus., leaving a deficit of around 200,000,000 bus. Since Mr. Boret made his estimates the U. S. Government report of May 8 indicates 366,000,000 bus. winter wheat, against 684,000,000 in 1914. We have to go back to 1904 to find such a small production of winter wheat in the United States. In this emergency a citizen military force should be drafted to make the coming corn crop the biggest ever.

# Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE

**FOR SALE**—A 10,000 bu. grain elevator doing good business; good proposition. Address O. C. Stepanek, DuBois, Neb.

**KANSAS** elevator and coal business for sale; good location. For particulars, address E. F. Adams, Everest, Kans.

**SOUTHERN MINNESOTA**—30,000 bu. cribbed elevator and coal business for sale; only one in small town. Will consider trade. Box 405, Austin, Minn.

**FOR SALE**—30,000 bushel capacity elevator complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

**SOUTHWESTERN MINNESOTA**—Elevator with coal, flour and feed for sale at reasonable price. Address Jen, Box 9, Grain Dealers Journal, Chicago, Ill.

**KANSAS**—Good elevator for sale; in good locality, doing 75 to 100,000 bushels annually. For full particulars, address Cool, Box 9, Grain Dealers Journal, Chicago, Ill.

**CHOOSE YOUR ELEVATOR** from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

**FOR SALE**—Elevator and coal business in Central Iowa on C. M. & St. P. R. R. Large territory and good competition. Have other business. For further particulars, address Cereal, Box 5, Grain Dealers Journal, Chicago, Ill.

**BARGAIN**—Elevator, feed and coal business in good Northwestern Missouri town of 800; only elevator and soft coal business in the town. Price \$3,000.00 if sold at once. Owner has other business. Address Cement, Box 9, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Elevator and feed mill; capacity 12,000 bushels; feed mill doing good business, annual amount \$100,000.00; located on R. R. land, town 1,800; no competition; on main line R. R. Eastern Iowa; good farming community. Address Iowa, Box 6, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Grain elevator, feed mill, coal elevator and hay shed, located on Lehigh Valley R. R. Good retail trade and good shipping business. Excellent opportunity for anyone with push. Part cash, balance on mortgage. Reason for selling, have other interests. Address Albright Bros., Newfield, N. Y.

## PUBLIC SALE

Of grain elevators and coal pocket at Manlius, Illinois, on Saturday, May 19, 1917, at two o'clock P. M. One grain elevator and annex, capacity 60,000 bu. One coal house, self loading, four pockets. Two modern residence properties. One of the best grain stations in Bureau County. Terms made known on day of sale. A. L. Martin, Trustee, Manlius, Ill.

## ELEVATORS FOR SALE.

**ELEVATOR** for sale in Southwest Missouri at a bargain. John R. Nell, Admstr., 4128 St. John Ave., Kansas City, Mo.

**IOWA** elevator and coal business for sale; fine location. A. L. Tollefson, Est., St. Ansgar, Iowa.

**SOUTHWESTERN OHIO**—Three elevators for sale in good grain section; elevators in good repair. J. & J. Leas, West Manchester, Ohio.

**CENTRAL MINNESOTA**—On account of sickness, elevator and coal business for sale; good proposition. Address G. R., Lock Box 5, Sanborn, Minn.

**INDIANA**—\$24,000 buys one of the best elevator propositions in the state of Indiana. Write for particulars. Nat Claybaugh, elevator broker, Frankfort, Ind.

**FOR SALE**—Elevator and feed mill, feed, flour, grain, seeds, phosphate, poultry supplies; in Dairy section Central New York. For particulars, address R. N. Dershlmer, Dryden, N. Y.

**MINNESOTA**—Elevator fully equipped, gas power, dump scale, coal sheds; in good condition; close to Rochester, Minn., doing fine business. Address Box 79, Grand Meadow, Minn.

**ILLINOIS**—80,000-bu. elevator, about 100 miles from Chicago on I. C. Ry. In small town but large grain station; farmer elevator competitor. Price \$10,000, easy terms. Jas. M. Maguire, 6454 Minerva Ave., Chicago, Ill.

**WESTERN INDIANA**—In the best corn and oats territory, a 35,000 bu. capacity elevator for sale, averaging 200,000 bus. annually; including a modern residence. Address Brown, Box 9, Grain Dealers Journal, Chicago, Ill.

**ILLINOIS**—On account of death of our Mr. John Ervin, elevator at Tuscola, Ill., situated on I. C. track, is for sale; 4 dumps, 2 elevators, electric power (35 horse), gravity load, private track, good repair; storage for 15,000 bu. ear corn; 15,000 bu. shelled; machinery good. Address R. & J. Ervin, Tuscola, Ill.

## ELEVATOR BROKERS.

**JOHN A. RICE**, exclusive elevator broker, Frankfort, Indiana.

**ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT.** NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

**JAS. M. MAGUIRE**, 6454 Minerva Ave., Chicago, Ill. If you want to sell your elevator quietly and for what it is actually worth, it will pay you to list it with me. I have inquiries all the time for elevators worth the money. Write, phone or wire.

**Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.**

## ELEVATORS WANTED.

**WILL EXCHANGE** 120 acres Ohio land for a good Indiana elevator. Address Box 44, Rockford, Ohio.

**WANTED**—For spot cash, good Iowa grain or lumber business. Write Lock Box 145, Woodward, Iowa.

**WANTED**—Good elevator and business in Central Indiana. Address Fay, Box 8, Grain Dealers Journal, Chicago, Ill.

**WILL EXCHANGE** improved South-eastern N. D. land for elvtr. or lumber yard. Address Lock Box 338, Toledo, Ia.

**WANTED**—Grain elevator in Illinois, doing good business. Give particulars and price in first letter. Address Car, Box 9, Grain Dealers Journal, Chicago, Ill.

**I WANT** to lease two or three elevators north of Springfield in Central or Western Illinois for 1 to 3 years with option of buying, either during or at expiration of lease; if interested, direct reply, stating lowest terms, location, description, condition and capacity of house, number of bushels handled per annum and what competition, to E. B. Conover, No. 504 Ferguson Bldg., Springfield, Ill.

## BUSINESS OPPORTUNITIES.

**EXCHANGE**—Central Iowa Farm, 160 acres, for Grain or Lumber business. Address P. O. Box 386, Cedar Rapids, Iowa.

**FOR LEASE**—Gen. Mdse., grain and implement business; 12,000 bu. elevator, new. Address Mentor Elevator Co., Mentor, Kans.

**OPPORTUNITY** for hustler. We can lease a very fine coal and feed business to right party. E. Rothschild Company, Atlantic, Iowa.

**FOR SALE**—Seventy-five barrel flour mill with elevator and coal yard in connection. Mill bldgs. brick. Plant in active operation, with good local trade. Must be sold at once. Write A. M. G., Box 2, Grain Dealers Journal, Chicago.

## BIDS WANTED

**SEALED BIDS** will be received at the office of the Secretary of the Dupree Equity Exchange until 1:30 P. M. on Saturday, May 19, 1917, for a 20,000 capacity cribbed elevator equipped with machinery. The Board of Directors reserves the right to reject any and all bids. J. J. Walters, Secy., Dupree, S. Dak.

## PARTNERS WANTED.

**YOU CAN SECURE** a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

**MARRIED MAN**, 27, with 5 yrs. exp. in grain business in wheat belt of Okla. has \$1,200 cash and desires to buy part interest in country elevator or would consider any good proposition in grain business. Address Part, Box 8, Grain Dealers Journal, Chicago, Ill.



## SITUATIONS WANTED

**WANTED**—Position as Grain Buyer or manager; 15 years experience; best of reference. Address G. A. Box 8, Grain Dealers Journal, Chicago, Ill.

**WANTED** by man experienced in grain, coal and implements, position as manager. Best of references. Address Well, Box 9, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Position as mgr. of grain elevator; 15 years experience in grain and 4 years in lumber and coal. Address H, Box 9, Grain Dealers Journal, Chicago.

**WANTED**—Position as grain buyer; have had 3 years exp., best of ref. Montana or Dakotas preferred. Address Van, Box 9, Grain Dealers Journal, Chicago.

**WANTED**—Position as Stationary Engineer in mill or elevator of any kind; can do repairs of most any kind; middle-aged, sober and industrious. Address L. K., Box 9, Grain Dealers Journal, Chicago.

**EXPERIENCED** grain, coal and building material man, wants position with grain elevator company in Illinois or Indiana. Well recommended; give bond. Write O., Box 9, Grain Dealers Journal, Chicago.

**WANTED**—Position as Mgr. of Elvtr. in good grain belt of Ohio; 20 years exp. in elevator, 5 years Mgr. of farmers elevator; am now employed but desire change. Address Pete, Box 7, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Position as office man, country elvtr., married; 12 yrs. business exp. Bookkeeper, typewriter, good correspondent; best references. Illinois preferred. Address Illinois, Box 9, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Position as Mgr. of elevator; understand buying, selling and hedging and can show results; good references and can furnish bond. Prefer Mont. or Canada. Address Stone, Box 8, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** as mgr. of farmers' elevator in Ill. or Ind. Thoroughly experienced; industrious, hard-working and efficient; no bad habits. A-1 ref. Salary wanted, \$125 per mo. Address R., Box 9, Grain Dealers Journal, Chicago.

**WANTED**—Position as bookkeeper or mgr. and bkpr. of elevator; have been connected with the grain business past six years. Thoroughly experienced. American; 31 years old. Good ref. furnished. Address Book, Box 9, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Position as mgr. of elevator; 16 years' business exp., 5 years engaged in grain business. Speak English and German; 37 years old; married. Good references. Prefer Idaho or Montana. Address Idaho, Box 9, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED**—with grain company located in central states; have 5 years experience as elevator man; 6 months in railroad office; handle any power; sober and steady; good mechanic. Ref. from former employers. Address Bill, Box 8, Grain Dealers Journal, Chicago.

**WANTED**—Position as auditor, elevator manager or what have you? Married, 24 years old. Six years' experience with one firm handling corn, oats and barley. Extensive knowledge of grain accounting. Can start 30 da. notice. References. Give me your proposition. Address Oat, Box 9, Grain Dealers Journal, Chicago, Ill.

## MALE HELP WANTED.

**CLERK** to conduct correspondence and shipping of grain books and printing dept. Give full particulars regarding experience and references. Address Windy City, Box 9, Grain Dealers Journal, Chicago, Ill.

## HELP WANTED.

**WANTED**—Man to handle Lumber Yard; one acquainted with grain preferred. Box 196, Leith, N. Dak.

**WANTED**—Good live manager, Farmers elevator, (Siding). Reference, married preferred. Application must be received prior to May 25. Address Ed J. Peterson, Axtell, Nebr.

**WANTED**—Good, live manager line elevator Western Kansas, Oklahoma. Reference, bond. Married preferred. Address Line, Box 8, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Experienced bookkeeper who can speak German (married); must be strictly sober and very industrious; should also have experience in grain handling. Address Equity, Box 9, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Grain man experienced in buying Idaho wheat to represent grain firm in that state the coming season. Must be able to furnish say \$2,000.00 capital, balance to be furnished by us in erecting facilities for handling the business. Do not answer unless you can qualify and furnish gilt edge reference. Address Edge, Box 8, Grain Dealers Journal, Chicago, Ill.

## MILLS FOR SALE

**FOR SALE**—80-bbl. capacity flour mill. For full particulars address J. Hawkins, London, Ontario, Canada, R. F. D. No. 2.

**FOR SALE**—80-bbl. flour mill, water power; located in wheat belt on Saline River, Ottawa Co., Kans. Will sell cheap. J. W. Simpson, Tescott, Kans.

## FOR SALE.

80-bbl. Flour Mill. Mill run with 75 hp. gas engine installed less than 2 years ago, power costs less than two cents per bbl. New sifter installed less than four years ago. Mill has been run day and night during the last two years; has been kept in good condition. In good grain and dairy section. Have attrition mill and 9x24" feed mill for feed grinding. Private R. R. siding for five cars at one time; can sell all flour mill can make in Cleveland, Ohio, in car lots. Will sell for \$10,000 cash. For further information, address O. W. Rechsteiner, Seville, Ohio.

## SECOND-HAND BAGS AND BURLAP.

**BURLAP BAGS OF EVERY KIND FOR SALE**; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

## LUMBER FOR SALE.

From the wrecked Armour Elevator, Chicago, Illinois, several million feet of No. 1 Hemlock and Pine Lumber, thoroughly dried and in good condition; equally as good as new lumber and at much lower prices.

Nails have been removed, ends trimmed; lumber is sound and very good stock in sizes of 2x4, 2x6, 2x8 and 2x10, in lengths from 3 to 18 feet; different lengths and sizes sorted in different piles. Also, timbers of different sizes and lengths; can be loaded on cars or wagons.

This stock is bright and thoroughly dried and has not been exposed to the weather for several years. For further information and prices address O. Quarnstrom, 1102 N. Clark St., Chicago, Ill.

## MACHINES FOR SALE.

**EVERYTHING** for elevators and flour mills bot and sold, rebuilt like new at your price. Belting 70 per cent from list new. A. D. Hughes Co., Wayland, Mich.

**FOR SALE**—Grain separator, Howes Dustless Warehouse, capacity 500 bu. per hour; in good condition. Price \$80 depot. Union Grain & Hay Co., Cincinnati, Ohio.

**FOR SALE**—60 hp. engine, 90 hp. boilers, 50 pulleys, shafting, dump irons, dump controllers, Spencer hay baler; all in good condition. Your own price. J. R. Starr, Winamac, Indiana.

**FOR SALE**—One Williams No. 1 Ideal alfalfa grinder, complete with two sets of hammers; same is practically good as new; will sell for less than half price. Write or wire N. B. Waldo Feed & Milling Co., El Reno, Okla.

**FOR SALE**—One 18 in. Nordyke & Marmon, one Aug. Wolf 18 in. and one 24 in. W. D. Grey's noiseless patent rolls; one monitor flour packer, new barrel and sack; one Nordyke and Marmon flour sifter and other machinery. C. E. Sheldon, Eudora, Kansas.

## FOR SALE.

One 750-bushel Avery automatic scale, first-class condition.

One 18-ft. 8-in. spiral conveyor, right hand, good as new.

One 12 section 6-m. flexible loading spout, round head with swivel joint.

One lot of No. 55 and No. 57 chain.

Farmers Grain & Lumber Co., South English, Iowa.

1—16" B. B. Attrition Mill & Drive \$220.00

1—22" Ball Bearing Attrition Mill 210.00

1—24" Ball Bearing Attrition Mill 300.00

1—No. 5 Knickerbocker '05 Dust Col. 40.00

All f.o.b. shipping point subj. to prior sale, 1/4 cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col., Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now.

"Builders of Better Mills."

George J. Noth, Manager,

No. 9 South Clinton St., Chicago, Ill.

## FOR SALE—MACHINERY

## AT BARGAIN PRICES.

1—No. CC "Sonander" Automatic Scale, 3 bu. hopper, cap. 500 bu. per hr.

1—No. D "Sonander" Automatic Scale, 4 bu. hopper, cap. 1,000 bu. per hr.

2—No. 4 "Monogram" Exhausters.

1—9 inch "Caldwell" Trolley Spout.

12—8 inch Cast Iron Floor Funnels.

2—No. 25 "Niagara" dust collectors.

2—No. 26 "Niagara" dust collectors.

4—No. 930 "Gauntt" feeders.

1—No. 2 Invincible—"Sypher" magnetic Separator.

3—No. 5 "Monitor" Cracked corn separators.

1—No. 2 1/2 "Invincible" oat clipper.

1—9x18 "Case" Two pair high feed mill.

2—9x24 "Allis" Three pair high feed mills.

1—9x30 "Allis" Three pair high feed mill.

2—No. 8 "Bowsheer" feed mills.

1—No. 1 "Willford" feed mill.

1—No. 0 "Willford" feed mill.

1,000 ft. 4 inch Steel Conveyor.

900 ft. 6 inch Steel Conveyor.

Beltings, pulleys, hangers, shafting, buckets, bolts, separators, boots, etc. Everything for flour mills, feed mills and grain elevators.

We ship to responsible parties on 30 days' time.

Write today for our complete bargain list.

Est. 1872. B. F. Gump Co. Inc. 1901.  
431-437 S. Clinton St. Chicago.





## SEEDS FOR SALE—WANTED

### HAY WANTED.

I WANT to get in touch with dealers in good hay territory to buy hay for me on commission basis. Write J. F. O'Brien, 511 Bell Block, Cincinnati, Ohio.

### GRAIN WANTED.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of Grain Dealers Journal, Chicago, Ill.

### FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

### CLOVER INVESTORS

Southworth's Weekly Review summarizes the week's high-lights in clover as reflected in world's leading market. Sample copy on request. Complete hedging, investment, consignment service in clover, alsike, timothy.

**SOUTHWORTH & CO., Toledo, Ohio**  
GRAINS—SEEDS—PROVISIONS

### SAMUEL McCausland Belfast, Ireland

Cleaner and exporter of finest Perennial and Italian Ryegrass seeds, Crested Dogtail seed, etc. Importer of Clover and Natural grass-seeds.

Cables, "Shamrock, Belfast." A B C Code, 4th and 5th Editions.

### L. Teweles Seed Co.

Milwaukee Wisconsin

Headquarters for

Red, White and Alsike

Clover

Timothy and Alfalfa

Seed

SEED CORN FIELD PEAS

### SEEDS FOR SALE.

WISCONSIN—Timothy, red and white clover. Prices right. Pfeiffer Grain & Seed Co., Durand, Wis.

PEDIGREED GRIMM ALFALFA seed at bargain prices. Also S. D. Hardy alfalfa. Purity 99.6%. Davis Seed Co., Dept. G, St. Peter, Minn.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

### SCREENINGS WANTED.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

SCREENINGS wanted, all kinds. P. L. Zimmermann Co., St. Louis, Mo.

### WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.  
**HENRY LICHTIG & CO., Kansas City, Mo.**

We Buy **SEEDS** We Sell

**J. G. PEPPARD SEED CO.**  
Kansas City, Mo.

### MINNEAPOLIS SEED CO.

DISTRIBUTORS



BRAND

**FIELD SEEDS**

**TIMOTHY and MILLET Our Specialties**

## Directory Grass Seed Trade

### ATCHISON, KANS.

Manglesdorf Bros. & Co., The, wholesale seeds.

### BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

### BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses. McClinton & Co., wholesale, export & import. McCausland, Samuel, ryegrass and dogstail.

### CHICAGO, ILL.

Dickinson Co., The Albert, seeds. Illinois Seed Co., The, grass and field seeds. Johnson, J. Oliver, seed merchant.

### CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds. Crawfordsvill Seed Co., seed merchants.

### EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

### FARIBAULT, MINN.

Farmers Seed & Nursery Co., seed merchants.

### GIBSON CITY, ILL.

Noble Bros., whse, seed merchants.

### INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers. Southern Seed Co., field and garden seeds.

### KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp. Peppard Seed Co., J. G., wholesale seeds. Rudy-Patrick Seed Co., wholesale seeds.

### LAWRENCE, KANS.

Busch Seed Co., W. J., seeds and grain.

### LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds. Lewis & Chambers, field seeds. Louisville Seed Co., clover & grasses.

### MACON, GA.

Georgia Seed Store, field and garden seeds.

### MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

Milwaukee Seed Co., wholesale seeds.

### MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds. Minneapolis Seed Co., seed merchants. Northrup, King & Co., wholesale seeds.

### NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp. imptr.

### PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

### ST. LOUIS, MO.

J. Goldsmith & Co., grass seeds, peas, grain. Kaercher-Schisler, F. & G. S. Co., seed merchants.

### TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa. Hirsch, Henry, clover, alsike, timothy, alfalfa. The Toledo Field Seed Co., clover, timothy.

### TWIN VALLEY, MINN.

Heiberg Elevator Co., wholesale seed merchants.

## Chicago Hay Market FOR BEST RESULTS

Always Ship

## ALBERT MILLER & COMPANY

192 North Clark St.

"LARGEST HANDLERS OF HAY IN THE MIDDLE WEST"

REFERENCES { First National Bank, Chicago  
National City Bank, Chicago  
National Produce Bank, Chicago

## THE ILLINOIS SEED CO.

CHICAGO, ILL.

We Buy and Sell

## Field Seeds

Ask for Prices

Mail Samples for Bids

## SEEDS FOR SALE—WANTED

### SEEDS WANTED.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

THE SHORTAGE in all kinds grass and field seeds is such that it behooves grain dealers everywhere to assist their farmer patrons to secure all the seeds needed to plant the maximum acreage. If you need seed and do not know where to get it, write us quantity and quality wanted and we will make the facts known to all our readers free of charge next two months.

### WINTER VETCH

NEW CROP MICHIGAN GROWN  
YOUNG-RANDOLPH SEED CO., Owosso Mich

### MISSOURI BRAND SEEDS

Specialists

KANSAS GROWN ALFALFA  
MISSOURI GROWN BLUE GRASS  
MISSOURI SEED CO.  
KANSAS CITY, MISSOURI

### FLOWER, FIELD and LAWN SEED

J. OLIVER JOHNSON

Wholesale

SEED MERCHANT

1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

## RUDY-PATRICK SEED CO.

Alfalfa — Sudan Grass — Millet — Cane

KANSAS CITY, MO.

### Crawfordsville Seed Co.

Crawfordsville, Ind.

### FIELD SEEDS



### HOTEL DYCKMAN

6th Street Near Nicollet

MINNEAPOLIS NEWEST HOTEL

325 Rooms. Every Room with private bath  
Rates \$1.50 to \$5.00 per day

The DYCKMAN gives more for the money than any hotel in the Twin Cities

Headquarters for the Grain Trade

H. J. TREMAINE, President and Manager

### SEEDS FOR SALE

WISCONSIN grown and fire dried Golden Glow and Clark's yellow dent seed corn for sale. Burton Peck, Spring Green, Wisconsin.

FOR SALE — Thoroughbred Kentucky Blue Grass seed, grown on Elmendorf, the model farm of the blue grass section of Kentucky. Recent test by experiment station shows germination test of 90%. For samples and prices, write Elmendorf Coal & Feed Co., Inc., Lexington, Ky.

### The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

### THE CRUMBAUGH-KUEHN CO.

TOLEDO, OHIO

We pay top prices for seeds. Your track or Toledo. Send samples.

## CLOVER

ALSIKE TIMOTHY ALFALFA

### Crabbs Reynolds Taylor Company

Crawfordsville, Indiana

Buyers and Sellers

CLOVER AND TIMOTHY SEED—GRAIN

### SEEDS FOR SALE.

SUNFLOWER SEED for sale. P. L. Zimmermann Co., St. Louis, Mo.

FOR SALE—4,000 bu. alfalfa seed. Farmers Alfalfa Seed Association, Pierre, S. D.

PERENNIAL Rye Grass, Italian Rye Grass and Crested Dogstall. Highest grades; re-cleaned and tested. C. I. F. U. S. Ports. Samples and offers on request. McClinton & Co., Belfast, Ireland.

### The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,

Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

## WE OFFER

Feeding Peas, Hemp, Orchard Grass, D. E. Rope, Crimson Clover, Hairy Vetch.

Immediate Shipment

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Baltimore, Md.

## FIELD SEEDS GRASS

## Poultry Feeds

Timothy

Clover

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Millet

Cane

Kafir

Popcorn

Lawn Grass

### The Albert Dickinson Co.

ESTABLISHED 1855

Minneapolis

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### HENRY HIRSCH

WHOLESALE FIELD SEEDS

CLOVER — ALSIKE — TIMOTHY — ALFALFA

Our Specialty

All Other Field Seeds

TOLEDO - - OHIO

### CLOVER—TIMOTHY SEED CORN

From THE GROWERS DIRECT

Ask for Samples and Prices

FARMER SEED & NURSERY CO.

Faribault Minn.

We have for

### IMMEDIATE SHIPMENT

New Crop

DWARF ESSEX RAPE SEED

ORCHARD GRASS

RED CLOVER

CRIMSON CLOVER

Carloads or less

## I. L. RADWANER

83-85 Water St.

New York, N. Y.

Write or wire us for sampled offers



# WARNING!

The largest corn crop in history is being planted in sections where the ground is warm enough, and in many other sections the prevailing cool and wet weather has retarded planting. There will be the greatest quantity ever produced and the greatest exportation of corn in our history.

If the cool weather continues there will be a great proportion of immature corn also, and all of this leads up to your consideration of the

## HESS GRAIN DRIERS

and the

## HESS OUT-DOOR CONDITIONERS

There will be more need of and more profit in operating these machines than ever before. There are other weighty reasons why your consideration of our drier proposition should be early and definite.

The supply will be limited. Prices will be higher. Mechanics, everywhere, are enlisting in government service, which results in curtailed factory production. Some of our best men have already gone.

Metal working factories are wanted for government use. During the Spanish war we operated night and day on cooking equipments for the army, to the exclusion of other work.

Our factory is listed as available for government use, and is offered for military purposes. If it is taken, HESS DRIERS will be scarce next fall.

Metals are high in price and difficult to obtain, and after they are bought, the railroads are slow to deliver them. Right now the government is arranging to take the entire steel output and cause the cancellation of contracts with commercial and private consumers. The pending increase in freight rates will add to the cost of materials and of the finished machine.

Fortunately, by beginning last fall, we collected the largest supply of material we ever owned, and at prices we cannot duplicate now. Early buyers will get that material and our services at the lowest prices of the year. We will serve late buyers to the very best of our ability, of course, but we will be handicapped by conditions entirely beyond our control.

If, therefore, you are needing a drier or conditioner, get at the matter early and you will be the gainer. We will be glad to supply information and estimates when requested.

## HESS WARMING & VENTILATING CO.

907 Tacoma Bldg.

Chicago, Ill.

## GRAIN DEALERS JOURNAL

[Incorporated]  
Published on the

10th and 25th of Each Month at  
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Charles S. Clark, Manager.

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value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

### QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked-Answered" department. The service is free to all.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, MAY 1, 1917

THE BUILDING of rapid handling large storage terminal elevators at our seaports will contribute largely to the prompt release of box cars, when our export trade is heavy and cars are scarce.

SOME ELEVATOR men who recognize the advantage of scaring out the weak and incompetent bidders, are now requiring a deposit as earnest money with every bid, and thereby discouraging the irresponsible barn builders from butting in at the letting of the contract.

WHILE IT IS not probable that a standardized building could be designed for handling grain at all country stations, and meet the needs of every station satisfactorily, still different plans could be designed by experienced builders, with great benefit to grain dealers, who thru a sense of economy may be induced to employ a man, who never saw a grain elevator, to build one for him. More inexperienced builders are inflicting their services upon the grain trade this year than ever before, and no doubt the sufferers will be more numerous and more seriously injured than ever before. Look-out!

THE HYSTERICAL suggestions emanating from Washington in regard to reducing the yield of white flour from wheat, has resulted in many sarcastic remarks from consumers, who are averse to living on bran.

GASOLINE ENGINES which may be primed thru a mixing chamber need careful watching by the property owner, as two such engines have recently back fired, while the helper was priming them, with the result that a fire was started.

SHIPPER'S MUST not overlook the fact that the new demurrage rates now in force make it extremely expensive to hold grain. \$2 per day for the first four days and \$5 per day thereafter makes holding for rise an expensive speculation.

THE irresponsible contractor who started a nest of concrete storage tanks for the St. Louis Brewing Ass'n and never completed them is not likely to prove a satisfactory builder of your new elevator. His services were most costly even at the low price he asked.

SEED IS NEEDED by many farmers who do not know how to obtain it. Grain dealers who learn of seed being wanted, should pass the information on to our readers. Our service is free for May and June. When you see an opportunity to help increase the grain acreage, make it known.

A NEBRASKA correspondent, who loaded a car of corn last December, has just received word that the car has been unloaded and he gives this cheerful news as evidence of what has caused the car shortage. No doubt much of the shortage has been due to the inefficiency of the railroads, but such inordinate delays seem inexcusable.

ANY RESTRICTION of public trading in grain by the government seems certain to result in even wider and more frequent fluctuations than the trade has had the last two months. If the grain markets were permitted to pursue their usual course, prices would be far steadier than with attempted regulation by any government.

BUILDING ELEVATORS close to railroad tracks is in violation of the law, and in case of an accident it is very likely to place all the blame for the injury sustained upon the elevator owner who either builds or permits an elevator to remain close to the railroad tracks. One of our traveling representatives, who was at Princeville, Ill. this week, reports, that one elevator on the A. T. & S. F. Ry. is but 20 inches from the car side. If a car came along with a wide eave, the loading spout would be taken with it. Few elevators have ever been placed so close to the track and it is extremely dangerous to permit them to remain so close.

THE DEMAND for efficiency in all lines might, with good grace, be turned upon the crop reporting authorities. If the Federal reports would occasionally agree with the state reports, the general public would have much more confidence in both the reports.

THE SO-CALLED dry powder fire extinguishers are receiving condemnation at the hands of the Mutual Fire Prevention Bureau, which declares them to be no good. Carefully compiled statistics covering a series of years shows that the barrel of salt water, with the wood bucket, is the best fire extinguisher obtainable. Where possible, the barrel should be of iron, so as to prevent leaking.

MORE HELPFUL hints on construction and arrangement of grain elevators are included in this number of the Journal than any preceding number, but unless our readers will peruse its columns carefully, and take advantage of the information we have collected, our efforts will have been in vain. If all of the suggestions herein presented are adopted, some lives, many limbs and much labor will be saved.

WAR RISK INSURANCE on property and commodities has been so difficult to obtain that the New York Produce Exchange has appealed to the Federal government to extend the work of the bureau of the Treasury Department, which is now covering war risks on ocean shipments, to land risks. The extreme hysteria, combined with a few explosions and fires, seems to be scaring many shippers into a quivering fever.

FEW NEW ELEVATORS are being equipped with screens to protect window and other openings through which a locomotive spark, bent on a friendly (?) visit, may gain entrance to the plant. It is not clear why this matter should be neglected, nor is it possible to understand why large door openings in the cupola are not provided with a guard or bar to prevent employees from accidentally falling out. Such improvements cost very little in time and money yet save lives and limbs and reduce the losses and number of suits for injury.

ILLINOIS railroads that do not weigh grain at the station where loaded are subject to \$100 fine on each car, as shown by the Supreme Court decision published elsewhere. Country grain shippers who have been robbed repeatedly of a few dollars on each car arriving short, on the natural shrinkage pretense, now have an opportunity to get even by causing the carriers ten times as much loss in fines. How much better for the carriers would it not have been had they dropped the natural shrinkage deduction that drove the Illinois shippers to get a Supreme Court O. K. for the grain weighing law of 1871.



CONCRETE is displacing wood in foundations of scales and elevators and in the construction of receiving sinks in nearly every section of the country, with the natural result that less grain is wasted and fewer rodents are able to establish hiding places in under the elevator. The heavy concrete floor, if properly constructed, not only helps to keep out moisture, but whenever any grain is spilled it is easily gathered up without any loss.

PLANS AND specifications of an elevator enable the grain dealer not only to obtain competitive bids on the house he wants, but in case a fire occurs, the plans and specifications, if properly drawn, will greatly assist in the compilation of an accurate appraisalment of the value of the property at the time of the fire. If it is your desire to collect on the full value of your property after it has burned, keep the plans and specifications safe from the flames.

RECENT EXPERIENCES with grain stored in concrete tanks adjacent to large wood storehouses proves that it is not always safe to store corn in exposed tanks, even though they be built of concrete. Some elevator men have taken the precaution to erect a wall of tile on the side of tanks exposed to buildings constructed of wood. Where every building of a plant is constructed of concrete, the exposure hazard is so reduced that protecting tile walls are not necessary.

IF HIGHER temperatures do not soon prevail, corn crops are sure to be so backward and slow in maturing that Jack Frost or a superabundance of moisture is likely to make a world of trouble next winter for grain handlers who are not equipped to dry or condition damp grain. Procrastination in buying anything today makes for an increased cost. The war taxes on all business forms and the proposed increased freight rates will effect a material increase in the cost of anything purchased after the new schedules are in force.

\$3 WHEAT, when we have so much of it in store and in farmers hands, seems unnecessary and ridiculous. The agitation of the daily press and the wild warnings of the pseudo-politicians of the early famine, has scared the housewives into buying flour at a time the least was to be gained by it, but now that the excitement is on, it will take some time for the hysteria to subside. It will not be long until the new crop starts to move, when the price of flour is quite certain to strike the toboggan. So many wild suggestions have been forcibly presented for the regulation of food supplies, grain dealers and all other middlemen, that it is but natural that much unrest should be abroad in the land, but the fact must not be lost sight of that the regular grain dealers will be called upon to handle more grain this year than for many years past, and inasmuch as the agitators or the law makers cannot handle it by lung power, the grain dealers will not be deprived of their occupation.

### Grain Elevator Improvements.

The large volume of elevator improvement news published in this number proves conclusively that the grain dealers of the country recognize that unusually heavy demands will be made upon them as soon as the crops are harvested. The active campaign being conducted by many different agricultural agencies thruout the land, in the interest of increased acreage of all kinds of grains, together with the enormous demand for our foodstuffs abroad, foreshadows a big business for the grain handlers of this country for several years to come. Europeans are so deeply engrossed in war their production of grain must be less and their demand for imports greater than ever. The failure of the Argentine crop and the abandonment of nearly half of our own winter wheat crop, taken in conjunction with the radical reduction in the European acreage and the destruction of many cargoes of grain by the submarines, are sure to keep grain prices at high figures for many months to come.

From all sections of the winter wheat belt come reports of greatly increased acreages of all coarse grains, to take the place of abandoned wheat. Unless something very unusual occurs, the elevator man is sure to have more grain to handle than for many years. Inasmuch as labor is daily becoming scarcer, shrewd elevator men are installing better handling and cleaning facilities, so that all grain can be handled promptly and placed in prime marketable condition, with a minimum of waste and expenditure of manual labor. The great value of the crops is such that wasteful methods or expensive handling are sure to wipe out all profits, and occasionally some capital. The cry of the day is for efficiency and economy.

Our news columns reflect great activity in building and improving elevators in all surplus grain sections. Grain dealers who defer their improvements until later are very likely to be gravely disappointed, as machinery supply men and builders are already experiencing much difficulty in securing the material needed to fill their orders. The demands upon the steel mills for war munitions are so great that those needing material in many other lines of work are sure to be disappointed. Then too the railroads have been extremely slow in delivering freight.

It is generally recognized that the United States is sure to have a tremendous trade extension during the next two years, whether the war continues or peace comes, so that the grain dealer who gets in his order for machinery and supplies early has more chance of having his needs gratified.

The news columns of this number do not contain all the improvement news which we received, as many reports were

late in arriving, but that which is published may be summarized in the following:

#### BUILDING IMPROVEMENTS.

Will be built.....	123
Being built.....	72
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Remodeling and repairing.....	119
Wrecked.....	5
New Offices.....	16
New Foundations.....	5
Painting.....	10
Additions.....	45
Warehouses.....	20
Mills.....	10
Burned and damaged by fire.....	17

### Results from Intensive Cultivation.

Carefully conducted experiments of the Ohio Agricultural Experiment Station, extending over a period of 13 years, prove conclusively that grain can be produced thru intensive cultivation at about one-half the cost of producing the same quantity of grain by extensive, haphazard methods generally in vogue. On untreated land at the station, the average yield per acre for 13 years was 26½ bus. corn, 27 of oats, 12½ of wheat and 3/5 of a ton of clover hay, while on other plots, where the same crops were rotated and the soil treated with manure, lime and fertilizer, an average yield of 75 bus. of corn, 60 of oats, 34 of wheat and 3 1/5 tons of clover hay were obtained.

It is convincing proof of the material advantage of doing what you undertake on the intensive plan, and avoiding the spreading of your energies over many different fields or lines of trade. Many grain dealers are planting their energies in so many lines of business that it is utterly impossible for them to cultivate any single line intensively, hence it is but natural that they obtain mediocre results, just as the average farmer does who tickles the surface of his fields, sticks in any old seed and trusts to nature for a crop. Today success is not attained in any line thru haphazard efforts or slipshod methods. The specialist who applies himself intensively to one line gets far better results and with less labor.

Side lines which afford grain dealers an opportunity to fill blank books with charge accounts of doubtful value are of no help to the grain dealer, and often earn for him additional competition in the grain line. Dipping into other lines by the grain dealers of a certain Kansas town caused so much feeling and friction among the local merchants that before the fight was over the town was cursed with three extra and unnecessary elevators, two needless coal yards and one too many lumber yards. Had each line of business engaged the entire time of one experienced specialist the town and farmers patronizing its business houses would have been much better off.

## Car Shortage Relief from Council of National Defense.

The large delegation from the Grain Dealers National Ass'n in its 3 hours' session before the Council of National Defense at Washington May 1 made an impressive exposition of the special needs of the grain trade which can not fail to have a useful effect in giving the grain shippers their fair proportion of cars.

The autocratic authority given Pres. Wilson by act of Congress has been delegated by him to the Council of National Defense, which is now all powerful. Already this Council has cut the red tape that prevented an empty car from being immediately put into use because the home road was in the direction opposite to the destination of the shipment. Coal and iron ore were the first commodities to be given preference in movement by the Commission on Car Service, which is now a sub-com'te of the Council of National Defense. It is not too much to expect that as a result of the visit of the grain dealers to Washington the next commodity to be given preference will be grain.

The new regulations announced Apr. 26 provide:

In all cases keep the cars moving, and settle differences of opinion afterwards. Box cars shall be used in the best interests of the requirements of traffic originating on each road. System cars should be used to the fullest extent to meet demands of shipments local to each line, and should also be used for loading off line when foreign equipment is not available. Foreign cars should, as far as practicable, be loaded to, or in the direction of the home road.

All penalties under the old rules are suspended, as between roads. It is not to be understood that the absence of penalties gives any line a free hand to monopolize equipment, for the Commission on Car Service has declared that roads having on their line cars in excess of 100 per cent owned must so regulate their car handling as not to exceed the percentage on their lines as of Apr. 1, 1917, or as designated by the Commission.

The Commission will issue a bulletin semi-monthly showing by classes the location of cars with respect to ownership. This will expose the offenders in the East who have been withholding cars from the western originating carriers. The Commission on Car Service of the American Railway Ass'n was in possession of the same information; but lacked power to compel the eastern lines to comply with its order to give western roads 5 cars in exchange for 4. The important difference is that the Council of National Defense has the power.

The order that lines must not increase their excess of foreign cars over the number held Apr. 1 seems inadequate, as at that time the eastern roads held too many western cars. It is barely possible that the Council of National Defense con-

siders the movement of munitions to the seaboard of more importance to the national defense than the movement of grain from our surplus to our consuming sections. There is still ample time for the Commission to issue a new order giving grain the preference before the movement of the new crop.

## The Silo Builders.

Silo builders are erecting many monolithic monuments to the folly of parsimonious grain dealers, who hope to save a few dollars by employing men who have little conception of how the modern elevator is arranged or constructed to insure a minimum expenditure of power and the greatest convenience for the operator. So many advances have been made by progressive elevator builders of the land it seems ridiculous that any wide awake grain dealer should entrust the designing and building of a grain handling plant to one inexperienced in such work. A bin for storing silage should be quite different from one designed to store, handle and clean economically bulk grain. The expense of operating some of these plants the first year, in excess of what it would cost to handle the same volume of grain thru a modern elevator, is much greater than the difference between the price asked by the silo builder and the experienced elevator builder for houses of the same capacity.

No permanent economy was ever effected thru entrusting either the designing or building of a grain elevator to an inexperienced contractor. For years 35 feet of a proposed concrete elevator stood at Cedar Rapids, Ia., as a silent warning to grain dealers who would save money by letting the contract for their new house to the inexperienced. An old time grain dealer, without either plans or specifications, let the contract for a 150,000 bu. elevator to a shrewd sidewalk builder of Chicago. The result was several law suits for amounts ranging from \$20,000 to \$56,000, by which the aforesaid grain dealer wasted much of the money he had accumulated by long years of hard toil.

The concrete elevator is always desirable from an insurance standpoint, but the expense of making any alterations or changes in a botch job is too great even to think of undertaking. Dynamite is the only cheap medium whereby concrete botches can be removed at a reasonable cost. When you want a modern elevator, one that is well equipped with modern conveniences for saving power, labor and grain, go to a man who has specialized in this business, and you will get something worth having, but should your desire for economy prompt you to go to an inexperienced builder, your grief is quite certain to be boundless.

## Fire Marshals After Careless Elevator Operators.

The fire marshals of Ohio, Indiana and Illinois are each conducting a campaign in their state against fire waste. The fire marshals of Ohio and Indiana are sending out circulars and questionnaires to the elevator operators, in hope of inducing them to correct hazardous features of their plants and stop the fire waste.

The fire marshal of Illinois has gone much farther, and is now conducting a vigorous campaign against fire hazards in food storehouses. He first issued a stirring press bulletin, hoping to arouse the property owners of the state against the wanton waste of food, and last week attacked Chicago with a corps of 20 special deputies, to make a thoro inspection and examination of all food depositories in the city. As soon as they have finished with Chicago, they will extend their investigation in all sections of the state, until all grain elevators, flour mills and other food depositories have been thoroughly examined.

Illinois elevators have been visited by so many fires during recent years, the wonder is an investigation of this character was not inaugurated long ago. If careful, conscientious work is done by the state investigators, no doubt a way will be pointed out whereby the grain elevator operators of the state can materially reduce the annual fire waste of elevator property, as well as conserve the large quantities of grain now sacrificed as salvage. Last year 38 Illinois elevators were burned and 18 were damaged by fire, a number out of all proportion to what could reasonably be expected in a state of well managed, carefully protected elevators.

Recent fires in wood terminal elevators were to be expected. The wood terminal is not a fit place to store \$3 wheat, especially when modern concrete storage tanks can be obtained at so reasonable a price. The owners of grain in these large wood terminals have been experiencing considerable difficulty in obtaining insurance needed to protect them even up to 80% of the grain's value. In view of the high prices prevailing, the entire abandonment of wood terminals as grain storehouses would seem to be fully justified. While operators and employees of concrete elevators are no doubt just as careless as those employed in operating wood terminals, still it does not assist in the destruction of grain stored in concrete tanks. The situation would seem to demand greater care on the part of everyone employed by the elevator, to the end that the number of fires may be reduced and the fire waste stopped.

ILLINOIS HAS about decided to spend \$60,000,000 of the automobile owners' money in the building of state roads. When these roads are completed, grain dealers so fortunate as to be located on their line, will profit even more than the auto drivers, because many farmers will have free passage to the elevator every day of the year, when the improvements have been consummated.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Is the Car Shortage Real or Assumed?

*Grain Dealers Journal:* Some time ago I heard a traveling railroad agent say that the claimed car shortage does not, in fact, exist. He was speaking especially with reference to coal shipments, and said that the mines could get cars if they really wanted them. I am wondering if there can be any foundation for such a statement.—Guy Harrison, with A. Aitken, St. Johns, Kans.

### Employment of Solicitors?

*Grain Dealers Journal:* What would be the best time to form a connection with some Chicago house as a solicitor? Do these houses employ a solicitor all the year round, or is it only while the flush of grain is moving? Here in Canada we are only employed from Sept. 15 to Jan. 1.

Are solicitors employed on a commission basis or a salary? The Winnipeg Grain Exchange has forbidden employment of solicitors on a commission basis. Canadian Solicitor.

*Ans.:* From most of the territory tributary to the Chicago market the movement of grain of one kind or another continues thru the entire year and solicitors are continuously employed. Many of them have been identified with the same firm for years.

Sec. 33 of Rule IV of the Chicago Board of Trade provides "All solicitors, whether members or not, shall be employed by but one employer at the same time and shall receive for their services no other compensation whatsoever than a fixed salary. No person can be employed as solicitor until he has been approved by the membership committee."

### Settlement of Defaulted Contract?

*Grain Dealers Journal:* A sold B a small car ear corn for January or February delivery, and was unable to make delivery, as party A had bot from went back on his sale. No extension of time was granted A in which to secure the corn elsewhere, and A is ready to settle on the difference in value between the day sale was made and the market value on the last day of February. B desires settlement on today's market, and would be glad to have opinion on settlement.—J. B. Leveille, Winona, Minn.

*Ans.:* Settlement should be made on the last day of the month of February or as soon thereafter as buyer learned that seller would not ship.

To claim settlement on a later market buyer must show that he granted an extension or that seller treated the contract as still open.

A similar case is reported in the book, "The Grain Shipper and the Law," McCaull-Dinmore Co. v. Fritzen Grain Co., where the Supreme Court of Iowa held: "A seller of corn for delivery during January failed to deliver during that month; but recognized the contract as still executory as late as Mar. 4. Subsequently he notified the buyer that he would insist on a settlement according to the rules of the trade, which required the buyer at the end of the month to go into the market and purchase the corn. Held, that the seller

could not rely on the failure of the buyer to go into the market on the last day of January and purchase corn, to defeat a recovery by the buyer of any loss suffered."

### Legal Weight of Bushel of Spelts?

*Grain Dealers Journal:* What is the legal weight of a bushel of spelts?—Board of Trade Weighing Department, Chicago, Ill.

*Ans.:* Few states have established legal weight for this grain. Among them are North Dakota and Nebraska 40 lbs., and South Dakota 45 lbs. to the bushel.

### Is a Dump Scale Preferable?

*Grain Dealers Journal:* In reply to query by G. L. Hurd in Asked-Answered column, page 638 of last number, would say we have had inside dump and outside coal scale in use 11 years. Both scales have been very satisfactory. I think weights on dump scale preferable especially in muddy weather.

We can weigh and dump from 15 to 20 loads per hour by having one to weigh and make tickets and one dump. Can dump faster than 11 inch buckets will carry it away; about 1000 bus. an hour. Think one could dump 25% more loads per hour on a dump without scale.

The foundation of Howe Dump Scale is independent of elevator and only trouble is on account of elevator settling and causing platform to bind with driveway floor.

I don't see where scale interferes in any way with the working of dump. Neither can I see any difference in the effect of wind on inside and outside scale. Our scales are both in perfect working order after 11 years' use. They were both inspected last fall and tested with a heavy load of rock and 1000 pound weights and there was not a pound of variation anywhere on either scale. I think I would prefer a scale for dump with foundation independent of elevator.—W. P. Manning, mgr. Farmers Co-operative Grain Co., Fairview, S. D.

*Grain Dealers Journal:* The number of loads which can be received over a dump scale is in excess of the average elevating capacity of the country elevator.

About 50 to 75% more loads can be received in the same amount of time where one man weighs the load at the office and another dumps it at the elevator.

Whether the increased receiving capacity with the scale at the office and the dump at the elevator will justify the employment of a weigher and a dumper depends entirely upon the volume of business, elevating capacity of the elevator and necessity of rapidity of handling.

Accuracy of the dump scale is destroyed by the jarring of the scale by tilting of the dump logs and settling of the elevator, and it needs careful watching and adjustment. When in adjustment it weighs as accurately as any equipment and when correct better than a scale exposed to weather conditions.

The use of a dump scale is not accompanied with more danger to horses or men than a dump.

A wagon scale in the open will not give as dependable results as a dump scale inside the elevator, equipment being equal. Outside scales must contend with weather, dirt, wind, etc. Inside or dump scales must have dependable foundations, and careful handling, and be in adjustment; when so they are the best, if conditions of business are suitable to their use.

If using more than one dump, or differ-

ent kinds of grain, and large volumes are in question, then use the outside scale, and cover it with a shed, as protection, and let the dumping and care for the grain be another consideration. Northwestern elevators use dump scales because of the general average small volume of business handled per house, and the fact that they can handle it this way, but all employ expert men to keep them in order.—W. H. Chambers, Omaha, Neb.

### Is Average Agreement in Effect?

*Grain Dealers Journal:* I notice in the Journal Apr. 25 in an article on advance demurrage rates that the principle of the average agreement is to remain unchanged. I have had an average agreement since 1910, and about two years ago our local agent told me that the average agreement had been done away with. Is this true? Will I have to apply for another average agreement, or does my old one hold good, and if I have to apply to whom should I apply? I am on the Illinois Central Railroad?—E. Mann, Calumet, Ia.

### Storage Not Compulsory in North Dakota.

*Grain Dealers Journal:* I read in the Journal that the North Dakota Railroad Commission is wrong in requiring elevator operators to store grain; but the Commission still insists on this, as I received a letter from the Commission dated Apr. 23, as follows:

Dear Sir: It is up to you to get busy and send in the application for license as we have requested at least one-half dozen times. The fact that you are going to close your elevator does not change this matter of obtaining a license, for the reason that you have operated this elevator prior to the time that you wish to close it without a license.

We also note what you have to say in regard to paying cash for all grain you have purchased and that you have not issued any storage tickets. According to the law covering grain warehouses you are considered a public warehouseman the minute you open an elevator and buy grain and the law requires that if a farmer should drive to your elevator and offer grain for storage you would be obliged to accept this grain. We have come to the point where you must either take out a license or suffer the consequences.

Two years ago I was buying grain on my own account with a Minneapolis firm furnishing the money and providing bond and license which will expire the last of July; but I paid all the expenses. I had to take out a license for the 3 months the same as for two years, costing \$8 for the 3 months. I was buying for a year under the old license.

I think that the elevator belongs to me and I do not see how, when I have bot grain for cash and filled the house, they can force me to sell the grain and store grain for farmers and pay insurance on it and give 90 days' free storage. If the farmer wants money he should sell his grain at once. A farmer will claim he has no granary, and then we must store his grain free for 20 days and when the 20 days are close he sells. This is a loss to the buyer.—Dakota Dealer.

*Ans.:* The Commission is correct in requiring Dakota Dealer to take out a license. Every grain shipper must have a license. The compulsory storage is another matter. The dealer who has not stored can not be compelled to start the pernicious practice, and the Supreme Court of the United States has so stated, with reference to this very North Dakota law.

THE OFFICIAL wheat standards of the United States are being sent to friends of the Moore-Lawless Grain Co. in a 36-page booklet.

## Workmen's Compensation Law in Illinois.

**Grain Dealers Journal:** One of our helpers on March 26 lost his hold on a ladder and fell, breaking a bone in his foot. We reported the accident promptly to the company in which we carry insurance, and April 25 we received a check for \$12, with a voucher saying that the sum was the proportion of weekly wages legally due for the period from the 3rd day of April to the 16th day of April. Is this all we are to receive? Is the medical service bill to come out of that \$12?—Illinois.

**Ans.**—Under the Illinois Workmen's Compensation Act, no compensation is payable for the first week of disability, but beginning with the 8th day he is entitled to 50% of his average weekly wages, within the maximum and minimum weekly limits of \$12 and \$6, respectively. Such compensation is to continue during the period of temporary total disability, but not to exceed 8 years. If the employee returns to work, and is partially disabled, and as a result suffers a loss in wage earnings, he becomes entitled to compensation payable at the rate of 50% of the difference in wages earned at the time of accident and the amount he is able to earn in the partially disabled condition, within the maximum limit of \$12 per week. Further, he is entitled to necessary first aid medical, surgical and hospital services for a period not to exceed 8 weeks and in amount not to exceed \$200.

The \$12 received, therefore, was for the first two weeks of disablement from April 3 to April 16, and does not include doctor's bills. Further compensation will be received as certificate from the doctor to the insurance company states the condition of the disabled, and separate payment for the doctor's services will be made.

## No Damages on Oral Contract.

**Grain Dealer Journal:** Would the Journal please give us an answer on this question? On Feb. 20, 1917, a farmer called us up over the telephone and sold us 3,000 bus. of white corn at 90c per bushel. He was to deliver this corn as soon as we had room for it in the elevator as he was next after the 4 or 5 parties that had sold before him. He was satisfied with this deal.

The farmer never showed up to deliver this corn, so March 20 when we could take his corn, we notified him. He came to the manager's place on March 25 and talked about shelling this corn. Also asked the manager to help him haul with 2 teams, as the manager lives close where the corn is on the farm. But he said he would shell if he could get help and let the manager know what he would do later.

The manager asked him before witness if he could not shell soon, to let him know as the contract in Chicago would soon run out and he would buy in the corn, as prices were going up. The farmer said he would let him know what he would do, but we did not hear any more from him.

About two weeks later the manager wrote to the farmer asking how it was about delivering the corn? The farmer called up over the telephone again, and said he did not need to deliver this corn, as we had no contract or paid any money down. Could we collect damage of him?—Templeton Farmers Elevator Co., Templeton, Ia.

**Ans.**—Nothing can be done to collect from the farmer. Sec. 425 of the law of Iowa provides that an oral or 'phone contract is not good unless it is in writing and signed. Further, the law provides that no evidence can be introduced by witnesses to the conversation when no part of the property has been delivered and no part of the price paid on such verbal contract.

Buyers at the same and nearby stations should be informed that this man is crooked, so that all may avoid dealing with him. If the farmer could be made to see how he was injuring his own reputation in this way he might be persuaded to settle.

Use written contracts and avoid losses of business and profits.

RUSSIAN people seem to want a separate peace. If they get it Germany will get food, which means a long war.—C. A. King & Co.

"FEEDS AND FERTILIZERS in Relation to Profitable Farming" is a leaflet issued by the Millers National Federation, showing that prohibition of pure white flour is unwise, as the bran separated by the miller is more valuable when fed to stock and converted into milk, meat and fertilizer, than when made into bread.

THE MINIMUM CARLOAD weight of 22,000 lbs. hay for a car less than 36x8x8½ ft. is opposed by some shippers and John C. Graham, sec'y of the Michigan Hay & Grain Ass'n, Jackson, Mich., will take it up with the Official Classification Com'te and requests hay shippers to furnish him with facts as to the possibility of loading 23,320 lbs. in Pere Marquette 38 foot and 22,000 lbs. in 36 foot standard and smaller cars.



Preparing to Meet the Coming Problems.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### One Reason Cars Are Scarce.

*Grain Dealers Journal:* A car of shelled corn shipped by us from Brunswick, Neb., to Fletcher, Ont., Canada, reached its destination May 1, 1917, having been in transit since Dec. 27, 1916.

At this rate this car would make three trips a year. We leave it to the readers of the Journal to solve the question of car shortage.—Fletcher Grain Co., Orchard, Neb.

### Storing Grain for All a Detriment.

*Grain Dealers Journal:* The prevailing idea in this vicinity is that an elevator is compelled to store any kind of grain for any length of time for customers, and that the elevator may be compelled to deliver this grain back to the holder of the storage ticket, either at the point where delivered, or else at any terminal market as the holder of the ticket may choose upon paying certain charges stipulated in the storage ticket.

As to Mr. Stutsman's contention, it hardly seems fair to the buyers in the terminal market, and I have my doubts whether or not it would be upheld by the Court.

We find that the storing of grain for every Tom, Dick and Harry is a detriment to the grain business and should certainly welcome any change in the laws and regulations whereby we could not be forced to do so unless we had ample room so it would not be necessary to ship it out before it was bought.—Yours truly, Shepard Farmers Co. Op. Ass'n, A. I. Sharpe, Mgr., Cooperstown, N. D.

### Advocates Automatic Sale of Grain Stored One Year.

*Grain Dealers Journal:* We fully share the views of Mr. Stutsman in regard to the storage proposition. But we have one more word to say in regard to it:

It is a drawback and a hindrance to the country elevator to have to store grain for the farmer for any length of time, and then, when the farmer gets ready and demands this grain back, to have to return grain of the same grade after storing it for two years. What does the storage charge that the elevator is allowed to charge for storing grain for any length of time, amount to? If we could have a law enforced allowing the farmer to store his grain for one year only, after which time he could not demand delivery of his grain, it would certainly help a lot. If the farmer wants to speculate, why not make him sell his grain and speculate on the boards of trade?

There is hardly one elevator through this state that has enough storage capacity, and in the fall we have to keep the grain moving. We should have the right to ship out grain after a certain time. It would be better still if the farmer was allowed to store his grain one year, but at the end of that time his storage ticket

would automatically sell itself at that day's market price.

Hoping that some day we will get this storage proposition cleared up to the satisfaction of both farmer and dealer, we are, Blum & Kroske, Parshall, N. Dak.

### Farmers Look to Elevator Co. for Settlement.

*Grain Dealers Journal:* We have always supposed that we had to obey the laws of the state in regard to storing grain. Our position here is this: We have a mill and line houses to compete with. The mill does not charge storage because it can make use of the stored wheat and get a good thing out of it. Consequently, the rest of us don't charge storage either. This should not be allowed. It makes it nice for the farmer, but hard on the elevator company.

Supposing we had had a large amount of grain to handle this year. A man would be crazy to ship out stored grain a year like this.

We think the farmers around here have no idea that a deal could be put thru like the one the North Dakota Commission has tried. We think the majority of the farmers look to the elevator company for the payment of any grain they have in store. We don't see how they could hold a commission company for grain shipped to it by an elevator company.—D. A. Kota, No. Dakota.

### The Farmer's Responsibility.

*Grain Dealers Journal:* In this great time, when every citizen must do his part, the President has made his chief appeal to the men who live on the land. He is right in doing so, for the safety of our country just now is in the hands of our farmers. What I mean is not merely our safety and the safety of our Allies in the matter of food. I mean that the safety of the United States against foreign invasion hangs on the decision of the farmers of the forty-eight States.

The two great weapons in this war are arms and starvation. The war against German arms will be won or lost in France—the war against starvation will be won or lost in America. The Kaiser cannot whip the French and English armies and the English navy while England has food. But it is still possible that the German submarine may be able to keep food enough from reaching England to starve her into submission.

Even if the armies of our Allies should crush the German military power this summer, before the shortage of food can reach the point of want, the world would still need vast quantities of American food. But if they do not, only one course can make us safe, and that is to grow food enough on our farms for ourselves and our Allies, and to put ships enough on the sea to carry the food, in spite of the submarines, to the men who are fighting our fight.

If the war lasts beyond this summer, it will be the American farmer who will win or lose the war, who will overcome militarism and autocracy, or allow them to spread and control the world, ourselves included.

This is no fanciful picture, but sober fact. Many a man will make light of it until he comes to think it over, but I venture to say that few will treat it lightly after careful thought. It is no more impossible than the great war itself appeared to be, only a few days before it began.

The clear duty of the Nation is to guarantee the farmers a fair price for their crops when grown, and a reasonable supply of labor at harvest. The clear duty of the farmer is to raise food enough to win this war for democracy against Kaiserism.

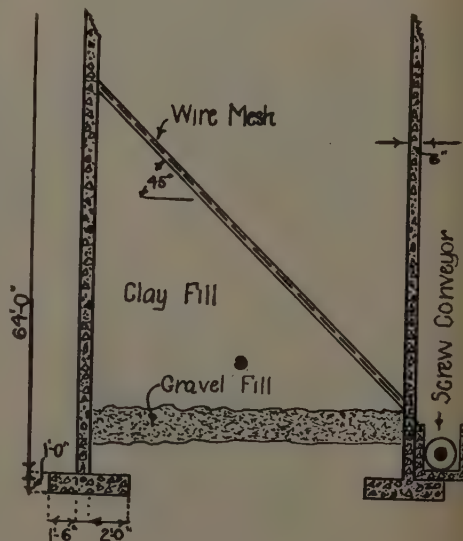
No such responsibility has ever rested on any class of men since the world began as rests today on the farmers of America.—Sincerely yours, Gifford Pinchot, Milford, Pike Co., Pa.

### An Expensive Elevator.

*Grain Dealers Journal:* In my travels thru Illinois this week I saw a new concrete elevator being erected, which in my estimation is a real botch. The square working house is to have two circular silos on two opposite sides, arranged along the track. Altho these tanks were to be 64 ft. high and 18 ft. in diameter, their heavy 6 inch walls have only a 4 ft. footing, and the bottom, which slopes to one side at an angle of about 45° is reinforced with a chicken wire mesh and supported from below by a gravel and clay fill.

It was originally intended to have the bottoms of these tanks hopped to the middle and remove the grain from below, but the ground water came up so high that the silo builder did not dare attempt to put a conveyor underneath the tanks, so he wasted a lot of the storage capacity in order to divert the grain over to a screw conveyor, which he proposes to run along the sides of the tanks, to move the grain. Inasmuch as he will not pay the operating expense, it makes no difference to him that the cost of conveying the grain with a screw conveyor is nearly five times as much as with a belt conveyor, and when these tanks get loaded, if they do not tip or the bottom fall out, I miss my guess.

Why any sane grain dealer will entrust the building of an elevator to a silo builder, who knows nothing regarding the lateral stress or the handling needs of an elevator, is more than I can understand. If these four concrete tanks had been properly arranged about the working house, they could have been hopped to the boot, and all grain dropped into



Expensive Design for Elevator.

the boot by gravity, without sacrificing so much of the storage room, as has been done, to get the grain into the screw conveyor.

Another point which the silo builders seem to be utterly in ignorance of is that removing grain from the side of a bin is sure to set up an unbalanced stress on the bin walls and prove the necessity for reinforcing.—I. C. Casebeer.

## Too Much "Grandmotherly" Legislation in Favor of Farmer.

*Grain Dealers Journal:* It seems to us an unjust thing that a buyer in Chicago of a car of wheat shipped to him from an elevator in North Dakota might have to pay for that wheat a second time because it is stored grain. If this is the law, it certainly is not equity, for we do not see how a buyer can protect himself against such a thing, because the elevator man, in selling him, might make a false statement. There is too much grandmotherly legislation in favor of the farmer.—M. Milling Co.

## Tight Slide for Spout Valve.

*Grain Dealers Journal:* In reply to I. C. Trouble's question "Does your spouting mix or leak grain?" I will give my experience in avoiding leak or dribble of grain.

To overcome the leak have the lower end of the slide (valve) cut on a bevel, as at 1 in the engraving herewith, for when you want to stop the flow of grain a slight pressure should be placed on the slide to cause it to partly indent the kernels. If the slide is not beveled at the bottom one can not do this with sufficient force to stop the flow, as some kernels are bound to be caught by the slide.

Another important thing is the cleat or guide on the outside supporting the slide. This should be cut off so that there will be about one inch of space between bottom end of guide cleat, 2, and floor of spout to let out the kernels. If this is not done the slide will be blocked by the kernels caught in this recess, 3, which will be from one to two or three kernels deep, thus keeping the slide from closing.

To be able to tell whether or not the slide is closed draw a heavy line on the face side of the slide handle projecting up thru the working floor at floor line. Take a lantern or electric light below the working floor to see that the slide is down as far as it will go, removing the cover from spout. At some time when the bin is empty draw a second heavy line on the handle at the floor with the slide raised. The two lines give the limits of movement of the slide.

To avoid pulling the slide entirely out drive a nail in the slide handle just below the working floor or nail a safety stop on it. This will avoid a choke-up

due to inadvertently drawing the slide out with the bin full of grain.

In addition to this I have always used a wedge-shaped piece to hold the slide in any position or to keep it closed. The slide and handle should be of one piece to avoid any slack.—J. A. Eyer, Mendota, Ill.

## Will Welcome Steel Hoppered Grain Cars.

*Grain Dealers Journal:* We were very much interested in the description of the steel tank grain car invented by Mr. M. E. Sherman, as described in the last number of your Journal. These cars would effect an enormous economy in the unloading and we would welcome the day when we could secure our grain in such cars.

The only objection to their use which occurs to us is that there might be more trouble caused by grain heating in transit by the use of these cars, as we understand grain confined in metal containers heats more rapidly than when stored in wood containers.

We believe there is actual need of the Sherman grain car and we wish to heartily indorse their coming. Very truly, Meech & Stoddard, Inc. G. Ellsworth Meech, Vice-Pres., Middletown, Conn.

## Commission Men Should Audit Books of Country Elevators.

*Grain Dealers Journal:* Can the owner of a storage ticket follow his grain to the terminal market and into the mill in order to collect for it? Our experience with Mr. Stutsman, while he was connected with the North Dakota Railroad and Warehouse Commission was that he was not the ordinary type of politician. He seemed to be a very level headed, high grade attorney and I believe that he is sincere in his interpretation of the law. It is my impression that this is entirely a question of law and not of the interpretation of a railroad and warehouse commission.

I think that there have been decisions in the courts which bear out the soundness of his contention and I believe that line elevator companies are beginning to realize the gravity of the situation. Commission firms who handle grain of farmers elevators and of local independent elevators on commission are certainly standing in the gap. They would do well to insist on a thoro audit of each elevator in the country shipping them grain. I know that some of the large milling companies in Minneapolis have been aware of this situation and have taken steps to protect themselves by requiring the commission man to agree to make good to the milling company any money which the milling company might be obliged to pay by reason of unsatisfied storage tickets. I am glad that you are agitating this matter.—Yours truly, Atlantic Elevator Co., by C. M. Sase, Vice-Pres., Minneapolis.

TELEGRAF MESSAGES for Cuba for points beyond Havana must be written in English, Spanish, or French, over the Western Union Telegraf Co. lines. Code messages will be accepted if written in A. B. C. 4th & 5th editions, Bentley's, Lieber's, Watkins, Western Union, and Scotts. The name of the code must be signalled in check. Messages for Havana will be accepted without restriction.

## Coming Conventions.

May 22, 23.—Oklahoma Grain Dealers and Millers Ass'n. at Oklahoma City, Okla.

May 24, 25.—Annual. At Home of Wichita Board of Trade, Wichita, Kan.

May 25, 26.—Texas Grain Dealers Ass'n at Galveston, Tex.

May 29, 31.—Kansas Grain Dealers Ass'n at Kansas City, Mo.

June 19, 21.—American Seed Trade Ass'n at Detroit, Mich.

July —.—The Northwestern Grain Dealers Ass'n second week in July in the Yellowstone National Park.

July 24, 26.—National Hay Ass'n at Chicago, Ill.

Sept. 24, 26.—Grain Dealers National Ass'n at Buffalo, N. Y.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

I. C. 24357 northbound on I. C. thru Elwin, Ill., on May 5, was leaking yellow shelled corn at bottom of north end of car. Train crew repaired car best they could before leaving this station.—G. S. Connard & Co.

C. N. W. 62842 passed thru Burnside, Ia., May 4, leaking oats badly at side. No chance to repair.—Nortstrum & Son.

75822, loaded with yellow corn, passed thru Onawa, Ia., May 3, going south on C. & N. W., leaking at side of car.—Farmers Elevtr. Co.

M. & St. L. 2550 passed thru Parkersburg, Ia., Apr. 30, leaking oats at door post. No chance to repair.—W. L. Anderson, Anderson & Lynch.

Georgia 7452 passed thru Parkersburg, Ia., Apr. 28, bound on I. C. R. R., leaking oats thru hole in side of car. We patched hole while they were taking water.—Anderson & Lynch, per W. L. Anderson.

C. & N. W. 87020, loaded with yellow shelled corn, was set out at Nevada, Ia., Apr. 26, apparently with a hot box. The seal on the north door was missing, and the one on the south door, No. 2475576, was broken and the door was half way open.—Frazier & Son.

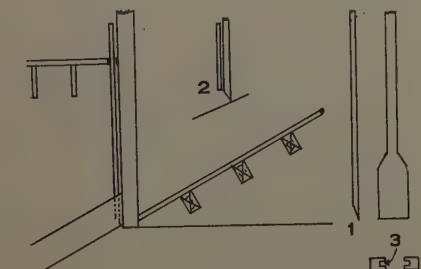
C. C. W. 14216 passed thru Egan, Ill., Apr. 28, leaking yellow corn badly. Train did not stop at this station, so had no chance to repair. Notified railroad operator soon after train had passed. Train was without way car. Understand the rear end of train was derailed near Pear City and several cars of grain had to be transferred to other cars.—M. C. Simpson, agt. H. A. Hillmer Co.

C. M. & St. P. 86074 in yards at Avilla, Ind., Apr. 23, was leaking wheat badly. Same was repaired by G. R. & I. car inspector.—L. A. Bly, mgr. Stiefel & Levy.

U. P. 85789 passed thru Anan sta. (Glenvil p. o.), Neb., Apr. 23, leaking wheat at doorpost.—Farmers Grain, Coal & L. S. Ass'n.

.....107821 while standing on railroad siding at Galva, Ill., Apr. 22, was leaking yellow shelled corn.—Dewitt De Forest, mgr. Hefebower & Peterson.

C. B. & Q. 95511, leaking grain, was set out on side track at Douglas, Ill., Apr. 20, for repairs. Both end posts at one end out of place. Billed from Victoria, Ill., to C. G. McFadden at Peoria.—Harley Woolsey.



Tight Slide for Spout Valve.



# Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

## CALIFORNIA.

San Francisco, Cal.—Australian wheat is arriving on the Pacific Coast, boats which haul lumber to Australia bringing back cargoes of wheat. Part of it is shipped overland to the Atlantic seaboard, where it is sent on to Europe, but a cargo of 60,000 bus., recently arrived, will be used for home consumption.

## CANADA.

Gull Lake, Sask., Apr. 27.—About 20% of last year's crop in farmers' hands; they are anxious to sell at high prices but unable to as elevators are full and can not get cars.—A. K. Airey, mgr. Ogilvie Flour Mills Co.

## COLORADO.

Amherst, Col., Apr. 26.—Only about 4,000 bus. of wheat left in the farmers' hands.—Agt. Spelts Elevator.

Avondale, Col., May 3.—Very little grain remains in hands of the farmers in this section as, owing to the high prices prevailing, they have sold very close; in fact, in most cases not retaining enough for their own needs.—Avondale Alfalfa M. & E. Co.

## ILLINOIS.

Marshall, Ill., May 3.—Considerable corn in hands of farmers yet, but no old wheat.—U. G. Barnes, Paul Kuhn & Co.

Allendale, Ill., May 1.—Wheat about all in elevator. Corn about 98% in. No oats left to speak of.—F. J. Dorney, Holsten & Dorney.

Nebo, Ill., May 3.—Not more than 900 bu. of wheat on hands here. No corn to speak of.—J. J. Gentle, res. mgr. Elmore & Lemmon.

Akron sta. (Sterling p. o.), Ill., May 2.—Probably 20% of oats and corn yet in farmers' hands.—A. C. Parks, agt. S. C. Bartlett Co.

McDowell, Ill., May 3.—About 5% of oats and 5% of corn still in hands of farmers.—McDowell Farmers Elvtr. Co., Chas. Cotrell, mgr.

Alsey, Ill., May 1.—No wheat left in farmers' hands, but they still have 5% of the corn for market. Elevators are practically cleaned out.—G. B. Wills.

Empire, Ill., Apr. 28.—About the same amount of corn is held back now by farmers as is usually held back the first of October. Oats varies with the locality.—M.

## IOWA.

Mediapolis, Ia., May 3.—Grain is scarce in this community.—A. D. Hayes Co.

Tipton, Ia., May 3.—Grain movement light, with practically none moving. Will be very little oats to ship out until the new crop and no corn or barley.—W. W. Little.

## KANSAS.

Arcadia, Kan., May 2.—No wheat in farmers' hands.—W. D. Konantz.

Cedar Point, Kan., May 6.—Old wheat is about 90% gone.—J. L. Wilkin.

Somerset, Kan., May 3.—Very little grain in the hands of farmers.—E. C. Bowman.

Alexander, Kan., Apr. 28.—Practically no wheat left in farmers' hands.—F. L. Snodgrass.

Highland, Kan., May 3.—About 90% of corn has been fed or shipped out.—R. T. Shields, Highland Grain Co.

Annelly, Kan., May 2.—Practically no wheat left in the farmers' hands, and not enough corn and oats for present use.—H. C. W. Griffith.

Topeka, Kan.—Of last year's kafir crop of 5,095,000 bus., 173,300 bus., or 3.4%, are still in the hands of farmers.—J. C. Mohler, sec'y state board of agriculture.

Ardell sta. (Kinsley p. o.), Kan., May 2.—Scarcely any wheat or corn left in this country. It has all been shipped out.—R. E. Selby, buyer, Rock Mill & Elvtr. Co.

Kinsley, Kan., Apr. 25.—There is only a small amount of wheat left in the farmers' hands, and most of it will be held for seed.—Ira Rankin, Mgr., Kinsley Grain & Lumber Co.

Cleveland, Kan., May 2.—Not much wheat left in the farmers' hands. Grass is coming on fast and farmers are going to quit buying so much feed.—Farmers Grain & Mercantile Co.

Amy, Kan., Apr. 26.—About 8,000 bu. of wheat yet remains to be marketed from here. No other grain for sale here. Most of the farmers have enough feed to do their spring work with.—J. M. Shull, buyer, Kansas Flour Mills.

Price (Sabetha p. o.), Kan., May 3.—Movement this season has been very much stimulated by the fancy prices paid for corn. About 5 cars will take the surplus, now ready. Not a car of wheat is left in farmers' hands in my territory, and 10 cars will take the corn. Seed wheat will have to be shipped in here. Ordinarily we ship out 30 cars of wheat, but this year the loss will probably be greater than anticipated.—M. J. Steiner.

## MICHIGAN.

Woodville, Mich., May 3.—A few beans left in hands of growers, but they do not seem to care to sell, as they expect higher prices.—W. A. Daily.

Lansing, Mich., May 5.—Wheat marketed in April in mills, elevators or grain dealers was 176,764 bus. The estimated quantity yet remaining in the possession of growers is about 2,400,000 bushels.—Coleman C. Vaughan, sec'y of state.

## MISSOURI.

DeKalb, Mo.—Only one lot of about 1,000 bus. of wheat remains in farmers' hands here.—W. R. Gobbett.

St. Joseph, Mo.—Receipts have started to improve and plenty of empty box cars seem to be in this section.—Allan T. West.

Mercer, Mo., May 7.—No surplus oats remaining in this territory and the surplus wheat has about all been shipped out, just a few small lots remaining in farmers' hands. There is no surplus corn and we will be compelled to ship in corn to supply our local demand until the new crop is available.—Alley Grain Co.

## MONTANA.

Red Lodge, Mont., May 4.—We are shipping in oats from Minneapolis. It has been the longest winter ever seen in this section. We are usually heavy sellers of hay, but are shipping in all we can get this spring.—J. H. Hyatt.

## NEBRASKA.

Armour, Neb., May 3.—Very little grain left in the farmers' hands.—Dobbs Grain Co.

Atkinson, Neb., May 2.—No grain left in farmers' hands to amount to anything.—H. Shaw.

Bookwalter, Neb., May 3.—Old wheat and corn all shipped out.—Potts-Caldwell Elvtr. Co.

Arnold, Neb., May 5.—About 5% of wheat in farmers' hands, and 15% of corn yet to be marketed.—August Blixt.

Axtell, Neb., May 2.—About 8% of grain still left in farmers' hands.—Axtell Grain & Elvtr. Co., A. T. Carleson, mgr.

Tamora, Neb., May 4.—No grain moving at present, but I expect a light movement when the roads are in condition.—J. Q. Herrold, mgr. Farmers Grain & Coal Co.

Clarks, Neb., May 3.—Wheat all sold out of farmers' hands, and they are now buying it back for seed.—W. F. Sheppard, Merrick Co. Farmers Co-op. Ass'n.

Liberty, Neb., May 3.—Up to date I have not 142,872 bus. of wheat and corn. No oats except what was shipped in for seed.—C. W. Hagerman, Liberty, Neb.

## Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916.	1915.	1916.	1915.	1916.	1915.
July 1, to Dec. 30.....	153,976,000	164,304,000	22,912,000	9,686,879	60,408,000	39,457,000
Jan. 6.....	1917.	1916.	1917.	1916.	1917.	1916.
Jan. 13.....	6,064,000	8,322,000	580,000	736,000	1,492,000	1,308,000
Jan. 20.....	4,930,000	7,680,000	1,771,000	535,000	1,656,000	2,095,000
Jan. 27.....	4,891,000	7,247,000	1,091,000	692,000	3,222,000	1,568,000
Feb. 3.....	5,333,000	7,029,000	1,556,000	863,000	1,338,000	1,946,000
Feb. 10.....	5,511,000	8,375,000	1,881,000	660,000	1,960,000	1,811,000
Feb. 17.....	4,375,000	8,046,000	1,343,000	974,000	1,334,000	2,010,000
Feb. 24.....	4,753,000	6,490,000	1,712,000	1,769,000	2,705,000	2,635,000
Feb. 24.....	4,122,000	6,450,000	1,321,000	490,000	1,779,000	2,104,000
Mar. 3.....	4,703,000	6,822,000	1,500,000	764,000	2,661,000	2,653,000
Mar. 10.....	4,679,000	7,415,000	1,540,000	923,000	2,917,000	1,834,000
Mar. 17.....	3,358,000	7,389,000	1,934,000	834,000	1,615,000	3,424,000
Mar. 24.....	4,387,000	7,449,000	1,602,000	1,500,000	1,839,000	2,581,000
Mar. 31.....	2,803,000	5,594,000	1,727,000	713,000	711,000	2,797,000
April 7.....	4,130,000	6,708,000	1,480,000	1,142,000	2,880,000	2,695,000
April 14.....	5,387,000	7,163,000	1,300,000	734,000	2,582,000	2,107,000
April 21.....	4,194,000	5,660,000	798,000	1,011,000	557,000	3,286,000
April 28.....	4,194,000	5,660,000	798,000	1,011,000	557,000	3,286,000
May 5.....	4,927,000	7,630,000	719,000	479,000	1,212,000	2,448,000
Total .....	235,514,000	292,874,000	46,426,000	25,666,879	95,691,000	80,313,000

## Daily Closing Prices.

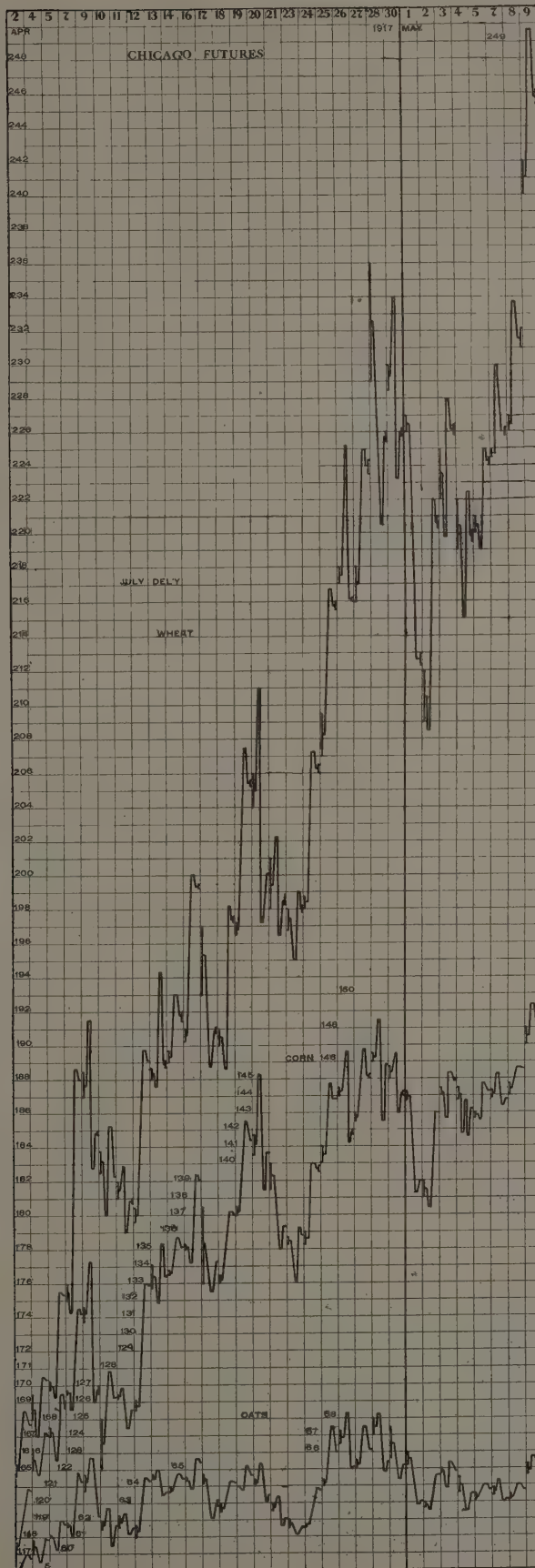
The closing prices for wheat and corn for July delivery at the following markets for the past two weeks have been as follows:

	JULY WHEAT.											
	Apr. 25	Apr. 26	Apr. 27	Apr. 28	Apr. 29	May 1	May 2	May 3	May 4	May 5	May 6	May 7
Chicago .....	215½	216	223½	225	225½	212½	220½	225½	219½	224	225½	231
Minneapolis .....	223½	225½	232	232	233½	221½	228½	235½	225½	235½	239	252½
Duluth .....	231½	229½	238½	235	238½	227	237	247	238	248½	249½	263½
Omaha .....	218½	219½	228½	232	231	219½	227	237	226½	229	229½	237½
St. Louis .....	213½	213½	221	222½	222½	210½	218½	223½	216½	221½	224	231½
Kansas City .....	214½	214½	221½	224	224	211	219	224½	218½	222½	225½	233
Milwaukee .....	216	216½	224	225½	225½	213	221	226	219½	224½	226	231½
Toledo .....	221	222½	230½	232½	232½	218	226	232	224	228	228½	234½
*Baltimore .....	285	288½	302	305	302	287½	295½	305	300	306	307	316
Winnipeg .....	247½	244	255	247½	279	239½	250½	266	.....	.....	.....	.....

	JULY CORN.											
	Apr. 25	Apr. 26	Apr. 27	Apr. 28	Apr. 29	May 1	May 2	May 3	May 4	May 5	May 6	May 7
Chicago .....	143½	141½	145	145½	144	138½	142½	144½	149½	144½	143½	145½
Kansas City .....	143½	143	144½	145½	144½	139½	143½	144½	144½	144½	143½	145½
St. Louis .....	145	144½	145½	146½	145½	140½	144½	146½	143½	145½	145½	147
Omaha .....	144½	144½	144	144	144½	139½	141½	144½	144	145½	145½	147½

\*No. 2 Red Western.



## NEW MEXICO.

Las Vegas, N. M., May 4.—Old stocks about used up and we will have to discontinue milling in the near future and wait for the new crop.—Las Vegas Roller Mills, E. L. Beal, supt.

Anthony, N. M., May 3.—Will have enuf wheat for consumption, but Mexico will draw surplus. No grain whatever in farmers' hands.—So. New Mex. Farmers Ass'n, C. A. Thompson, mgr.

## OHIO.

Ashley, O., May 1.—Not much grain left in farmers' hands.—H. M. Conger.

E. Monroe, O., May 5.—Very little wheat in farmers' hands, and corn very scarce.—Dewey Bros. Co., F. Luttler, mgr.

Hamilton, O., May 3.—Corn is scarce, with not enuf to run the farmers until the new crop is in. No wheat, corn or oats to ship out.—Hughes & Elliott.

Alexandria, O., May 5.—Not enuf grain here to supply local demand for feeding. Wheat is all gone and so little corn here there is almost a famine. We have shipped in many cars of hog feed and much feed for horses.—Ashbrook & Thomas.

## OKLAHOMA.

Ninnekah, Okla., May 4.—About 15% of corn still in farmers' hands. The elevators here have sold clear out. Business has been good.—Windle Grain Co.

## TENNESSEE.

Athens, Tenn., May 2.—Very little wheat in farmers' hands; about 30% of corn still out.—Athens Roller Mills.

## TEXAS.

Floydada, Tex., May 2.—No old wheat is left in this vicinity.—Marshall Grain Co.

## Why Iron Roofing Leaks.

I do not care how good or how bad a grade of corrugated iron you may use, or the way it is put on, unless the corrugations are lapped not short of eight inches it will be only a question of time until it will leak.

The average elevator builder or carpenter putting on a corrugated roof wishes to utilize all the iron possible and laps same from three to four inches. There is nothing in the world to keep the water from blowing under the lap at this union, especially so when a dashing rain is driven towards the open corrugation. I know of cases where a corrugated roof leaked from this cause and the same was lapped fully six inches. From my observation and study there is only one real metal roof for a country elevator, that is the V-Crimp Roofing.

I am not in position to pass on the metal shingles, as in the territory which I covered there were but few houses covered this way. The V-Crimp Roofing when properly put on is what you would call leak proof. The strip of wood used in making the union acts as a filler and when properly applied there is no chance for a leakage.

I imagine that a metal shingle roof would be good also. However, keep away from a corrugated iron for the above reasons.—F. S. Rexford in "Our Paper."

THE VISIBLE SUPPLY statement as compiled by the Chicago Board of Trade will, hereafter, show no wheat in bond because the government has ruled that wheat in bond in the United States is now exempt from duty. Such grain now in store at various cities will be included and reported as American wheat. Comparisons hereafter will be made with the combined bonded and American of the previous week.—Sec'y J. C. F. Merrill.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### CANADA.

Gull Lake, Sask., Apr. 27.—No seeding done; ground too wet to work; had 2 heavy snow storms this week; do not think seeding will be general until May 15; wheat acreage will be 20% less than last year account lateness of season; oats and flax acreage will be proportionally larger; farm help scarce and wages high; farmers are paying \$70 to \$75 and board per month.—A. K. Airey, mgr. Oglivie Flour Mills Co.

Toronto, Can., May 1.—The acreage of fall wheat will be less than a year ago by about 20%. The dry, hot summer and early fall rendered the ground too hard for a good seed bed, and as a consequence much of the sowing was done late, while some of the land intended for the crop was reserved for barley or other spring grains. Most of the fields were able to show only a small top for their fall growth, but the steady covering of snow extending from December until well into March gave almost perfect protection to the young wheat, and the crop met the first of April in practically the same condition as it entered the winter.—W. O. Galloway, sec'y Ontario Department of Agriculture.

### COLORADO.

Keota, Col., May 5.—The fall wheat crop will be very short, probably about 1/3 crop.—J. R. Craig, mgr. Keota Farmers Co-op. Elevtr. Co.

Amherst, Col., Apr. 26.—Condition of wheat poor, with about 25 per cent larger acreage than last year. Spring wheat and millet will be sown in its place. No oats to speak of and little corn.—Agent Spelts Elevator.

Badger, Minn., May 5.—Seeding is progressing nicely, with weather fine, although cold nights. The acreage of flax will increase 25%, wheat decrease 10%, oats and barley increase 10%, and rye increase 20%.—Roseau Co. Farmers Co-op. Elevtr. & Merc. Co.

Avondale, Col., May 3.—The acreage of winter wheat in this section is somewhat less than last year, and the crop will be very small. Perhaps 1/2 has been or will be plowed up for other crops, spring wheat, oats, corn, or alfalfa. Our spring was somewhat late, but we are having seasonable rains and the prospects for a crop of small grain are good.—The Avondale Alfalfa M. & E. Co.

### DISTRICT OF COLUMBIA.

Washington, D. C., May 7.—The outlook is for some increase in acreage of spring wheat over that of last year.—Com'te on Statistics of U. S. Chamber of Commerce.

### ILLINOIS.

Duncan, Ill., May 4.—Ground has been plowed too wet.—E. V. Graves.

Marshall, Ill., May 3.—Wheat a 25% crop and corn planting very backward on account of the cold and wet.—U. G. Barnes, Paul Kuhn & Co.

Maunie, Ill., May 3.—Weather cool and plenty of rain. Some corn planted. Farmers claim about one-half average crop of wheat.—W. G. Marlin.

Allendale, Ill., May 1.—Wheat about 60 per cent of last year's crop. Small percentage plowed up. Oats acreage exceeded last year's acreage by 25%.—F. J. Dorney, Holsen & Dorney.

Nebo, Ill., May 3.—Wheat prospects in this locality are bad. According to the farmers' reports, not more than half a crop, or about 30,000 bus. will be threshed here.—J. J. Gentle, mgr. Elmore & Lemon.

McClure, Ill., May 3.—Wheat crop looks very bad. Not over 40% normal. It was winterkilled very bad. Large acreage of corn is being planted.—A. T. Sams.

Sullivan, Ill., Apr. 26.—Oats looks fine, wheat poor with some patches improving. The ground was never better for corn.—L. B. Scroggin, pres. Sullivan Elevator Co.

Alsey, Ill., May 1.—Wheat acreage 10% less than last year, with the condition about 50% of an average crop. Fifteen to 20% will be plowed up and put in oats and corn.—G. B. Willis.

McDowell, Ill., May 3.—Wheat all killed, no corn planted yet. Too cold. Oats look fairly well, but need sunshine and warm weather.—McDowell Farmers Elevtr. Co., Chas. Cotrell, mgr.

Oneida, Ill., May 4.—Growing oats look well, and most plowing for corn is done. The weather is very cold and wet, making very late planting.—Farmers Elevtr. Co., W. H. Sample, mgr.

Mendota, Ill., May 5.—Corn ground is in excellent condition. Planting will start as soon as weather permits. Oats coming fine, some new seeding being plowed up. No winter wheat raised here.—Mendota Farmers Elevtr. & Supply Co.

Martinton, Ill., May 3.—Oats are looking good altho the weather is quite cool. Farmers are getting their corn ground ready for planting which will begin about May 10 if the weather gets warmer. Fall wheat is all killed and farmers are putting in more corn on that account.—R. F. Cummings Grain Co.

Akron Sta. (Sterling p. o.), Ill., May 2.—Practically all wheat winter killed, and probably half of the ground has been sown to oats, the balance for corn. Oats seeding is all done, and oats are looking good except on low spots. Considerable plowing is yet to be done for corn.—A. C. Parks, agt. S. C. Bartlett Co.

Wyoming, Ill., May 3.—Oats was put in in excellent condition and are now looking fine since the recent rains. Grass and hay lands had a late start owing to dryness, but since the rains they have made a good growth with the best of color. The preparation of corn land is now a week to 10 days late.—Code & Klock Co.

Bloomington, Ill., Apr. 28.—Oats was planted under very favorable conditions and only needs warm weather. About the usual acreage was planted. Corn plowing is well advanced, and with no further wet weather, planting will be done in good season. Wheat looks very poor with only about a 50 per cent acreage.—Rob't Fulton, Armour Grain Co., Bloomington, Ill.

Springfield, Ill., May 2.—Corn is planted throughout the south half of the state. Oats are up generally, and wheat shows some improvement. The cold, rainy weather delayed farm work, and the season is backward. Vegetation showed little growth during the week, but all crops will show beneficial effects of the rain with the advent of warm weather and sunshine.—Clarence J. Root, U. S. Dep't Agriculture.

### INDIANA.

Aurora, Ind., May 4.—No grain in sight here.—Acme Milling Co.

Evansville, Ind., May 4.—The largest acreage of corn in many years.—C.

Rolling Prairie, Ind., May 4.—Oats not all sown. Wheat looking fine. Spring backward.—D. Metzger.

Montpelier, Ind., May 2.—A large acreage of corn and oats has been planted this spring.—H. L. Walker.

Rushville, Ind., May 4.—Rush county wheat is looking fine. Weather cold, and fine for wheat, but not good for corn.—F. H. Reid & Son.

Indianapolis, Ind., Apr. 26.—Reports are being circulated that many fields of wheat reported lost will bear part crops, estimated at about 50 per cent.—M.

Cowan, Ind., May 2.—Above the average of acreage of oats was sown this spring, but the spring is backward, wet, and cold. Considerable ground is plowed for corn, and with good weather from now on it will be planted in good shape.—S. C. Hermann.

Guernsey, Ind., May 4.—Crops in general are backward, with very little corn planted and oats small and of yellow color. Wheat about 1/2 crop. Rye in fine condition.—Laughey Bros., C. A. Ballard, mgr.

Goshen, Ind., May 5.—Weather favorable to growing wheat. We shall have at least 80% of an average yield. Further south the damage done is much worse, and the state will probably average 70%.—Goshen Milling Co.

### IOWA.

Swaledale, Ia., May 3.—Seeding all done here. Weather cold and rainy, and corn planting will be delayed.—John C. Jindrich.

Tipton, Ia., May 3.—New crop oats and barley looking good but need warmer weather. No corn planted yet.—W. W. Little.

Scranton, Ia., May 3.—Lots of rain and snow here, ground very wet and corn planting will not begin before May 10. Oats are a good stand and doing fairly well. Fall wheat all gone, most new seeding gone.—G. D. French.

Stanwood, Ia., May 3.—Corn crop will be increased 25% in this locality. Lots of meadows are being plowed up and put to corn. Meadows were smothered out by sleet last winter.—Jas. P. Christianson, agt. King-Wilder Grain Co.

Albia, Ia., May 1.—The acreage of winter wheat is larger than last year, with the stand about 65 per cent. Just had some big rains. Could not say how much will be plowed up as farmers are waiting until the last minute. I think there will be little plowed up, as those who have half a stand or better will let it go.—Moses Edward & Co.

Des Moines, Ia., May 1.—Cold weather, snow and rains have delayed crop growth and farm work, but the rains will benefit with the advent of warm weather. Oats, spring wheat and barley are up and show a good stand generally. While winter wheat has made a good growth and shows slight improvement, more fields are being plowed up on account of the poor stand, thereby increasing the prospective corn acreage. Tests show high percentage of germination of seed corn, and the quantity is sufficient. A few small patches of corn were planted in the southern counties early in the week.—Chas. F. Marvin, Chief of U. S. Dept. of Agriculture.

### KANSAS.

Vinland, Kan., May 2.—Nothing doing here as there will be no grain.—Vinland Co-operative Co.

Kinsley, Kan., Apr. 24.—I do not expect more than enough wheat for seed.—D. L. Heath, Agt., Kansas Grain Co.

Fellsburg, Kans., Apr. 24.—Our wheat crop is almost a total failure.—W. H. Poling, Mgr. Fellsburg Equity Exchange.

Pratt, Kans., Apr. 24.—Our wheat condition is about 50% of normal.—J. V. Harkrader, Mgr. Pratt Equity Exchange.

Bucklin, Kans., Apr. 25.—This locality will produce about enough wheat for seed.—P. O. Davis, Agt. Kansas Flour Mills Co.

Meade, Kan., Apr. 25.—Meade county will probably produce about enough wheat for seed.—A. E. Shanks, Mgr. Co-op. Elevtr. & Supply Co.

Centerview, Kans., Apr. 24.—Wheat in this immediate vicinity will not produce enough for seed.—J. B. Young, Agt. Southwest Grain Co.

Arcadia, Kan., May 2.—Wheat very backward owing to continued drouth. None plowed up in hope it may make something.—W. D. Konantz.

Highland, Kans., May 3.—Wheat was badly winter killed and 20% has or will be planted to other crops.—R. T. Shields, Highland Grain Co.

Kinsley, Kan., Apr. 24.—The condition of the growing wheat is low and the crop does not promise to make much more than enuf for seed.—F. W. Milloway, Agt., Kansas Flour Mills Co.

Price (Sabetha p. o.), Kans., May 3.—Oats are promising. We are now having a week of much needed wet weather. Some corn is planted.—M. J. Steiner.

Cleveland, Kan., May 2.—Have had good rains during April and wheat is looking good. Loss probably will reach 35% in this locality.—Farmers Grain & Mercantile Co.

Somerset, Kan., May 3.—Miami County has a small acreage of wheat and will have more than the average acreage of corn and oats. About 40% of the corn is planted.—E. C. Bowman.

Liberal, Kans., Apr. 25.—We hope that this locality will produce sufficient wheat for seeding purposes, but it is doubtful. A large acreage will be devoted to spring crops.—M. L. Hayes, Mgr. Equity Exchange Assn.

Trousdale, Kan., Apr. 24.—About 5% of the wheat acreage will be allowed to stand, and 95% will be put into corn with kafir and maize on the remaining 5%. No land will be left idle.—L. A. Coons, Mgr. Trousdale Co-operative Exchange.

Cedar Point, Kan., May 6.—We have a good prospect for wheat, and oats; and corn, is just covering up ground in fine condition. Not over 10% of wheat is plowed up in this section. We have a large acreage of oats.—J. L. Wilkin.

Alexander, Kan., Apr. 26.—Larger acreage of wheat in this vicinity this year than last, but condition very poor. Will not raise enuf for seed. Some has been sown to oats and barley and considerable is being planted to corn.—F. L. Snodgrass.

Pratt, Kans., Apr. 24.—From Kinsley to Byers on the Anthony and Northern there is almost no wheat to be seen, while from Byers to Pratt the conditions appear to be much better, there seeming to be about a 75% stand and though the plant is somewhat late it will probably make 60% of a normal yield on the part which is still alive.—T.

Amy, Kan., Apr. 26.—A large acreage of wheat was sown in our territory last year, but we have no wheat this year. Sorry to report an absolute failure. The prospects are fine for a spring crop, and all the farmers are planning on putting their ground all to corn, cane, kafir and millet. No broom corn is planted here.—J. M. Shull, buyer for Kans. Flour Mills.

Ardell sta. (Kinsley p. o.), Kan., May 2.—Acreage of wheat about the same as last year, but the conditions are poor and about 90% will be plowed up and put into spring crop. Of this 90% about 10% will be put to oats, 15% to barley, 50% to corn, kafir and maize, and the remainder will be summer fallowed for winter wheat again this fall.—R. E. Selby, buyer for Rock Mill & Elevator Co.

Annelly, Kan., May 2.—Wheat acreage about the same as last year. About 50% will be plowed up and sown to other crops, corn and kafir. Oat acreage is about 15% greater than usual, and there is a slight increase in corn. Wheat looks fair but backward, oats is coming along nicely, and the corn planting is nearly finished, with some coming up showing a good stand.—H. C. W. Griffith.

Hutchinson, Kan.—Western Kansas will have this year the largest acreage of spring crops such as kafir, maize, corn, oats and barley. In Kansas and Oklahoma east of a line drawn north and south thru Hutchinson crop conditions are good except in small section. West of that imaginary line there will not be produced a much greater quantity of wheat than was placed in the ground last fall.—L.

Sublette, Kan., May 4.—About 95% of wheat is total loss, with an immense crop of barley, milo, and kafir being put in, at least 75% of wheat ground being plowed up and put to spring crops. Ground in fine condition, rather cool, a frost on night of 3rd, but did no damage. The majority of farmers will be hurt financially but will make it if we raise a spring crop. The grass is starting very slow.—Hugoton Elevtr. & Warehouse Co., W. L. Cannon, mgr.

Fowler, Kan., Apr. 25.—Not more than 5% of the wheat acreage presents a reasonably good prospect, and it is doubtful whether enough will be produced for seed. A large portion of the abandoned wheat acreage has been or will be planted to other crops. The rain of April 18 did more damage than good, as it completely covered the tender shoots of wheat which had just started to grow as a result of a rain the previous week.—Fowler Equity Exchange.

## KENTUCKY.

Barlow, Ky., May 1.—The wheat acreage sown was about 90 per cent of the 1916 acreage, and condition is about 40 per cent. None has been plowed up, sown to clover or grass. About a 110 per cent acreage of corn will be planted this year.—J. P. Page.

## MICHIGAN.

Woodville, Mich., May 3.—Large wheat and bean acreage will be sown; plenty of seed around here and with favorable weather we will have a large bean crop.—W. A. Daily.

Lansing, Mich., May 5.—Condition of wheat in state is 76, compared with 82 Apr. 1 and 81 one year ago. Condition of rye is 86, compared with 88 one year ago. The acreage of oats sown or to be sown compared with last year is 104.—Coleman C. Vaughan, sec'y of state.

## MINNESOTA.

Almora, Minn., May 7.—Crops all seeded and look pretty good.—Atlantic Elevtr. Co., I. S. Melvald, agt.

Canton, Minn., May 1.—Seeding is very late, but about done. Weather has been very bad, too much rain without sunshine. We look for a 20% larger acreage of corn than last year.—Milwaukee Elevtr. Co.

Dotson sta. (Springfield p. o.), Minn., Apr. 25.—Grain acreage about 10% less than last year, with about that much increase in corn acreage. Conditions about normal, but weather still rather chilly.—Dotson Farmers Elevator Co.

## MISSOURI.

Columbia, Mo., May 3.—Our wheat crop will be very short.—Boone Co. Milling & Elevtr. Co., W. T. Anderson, pres.

DeKalb, Mo., May 7.—Wheat in this vicinity will make only one-third of a crop, the lightest in 20 years.—W. R. Gobbett.

Chillicothe, Mo., May 3.—Wheat crop will be scarce in this county, about 40% to 50% of the acreage plowed up and seeded to oats. What is left is improving.—Jno. T. Milbank.

Grant City, Mo., May 8.—The oat prospect is very flattering with a large acreage, winter wheat is nearly all winter killed, with the ground being planted to corn.—J. C. Lutes Grain Co.

Elsberry, Mo., May 2.—Our wheat crop will be very short of average crop. The upland wheat will not make any more than seed and bread. In the bottom lands it shows good. Very little corn planting has been done as the ground is too wet.—Hannibal Mill & Elevator Co.

Columbia, Mo., May 5.—Missouri is in immediate need of sunshine and warm weather. Estimate 37% of corn crop was in by May 1 despite cold rain during last week of April which put a stop to all planting. This is 8% above average for 17 years. Estimated acreage is 8,115,000, a 750,000 increase. Part of it is from plowed up wheat fields. Wheat condition is but 51.9, compared with 59.6 one month ago and 62.3 a year ago. The abandoned acreage may equal almost 1/4 of the crop in the northern half of the state, and will probably amount to between 15 and 20 per cent for the entire state. If the final figures show less wheat plowed up, it will be because of clover and timothy seeded which can only be saved by letting the wheat stand. Oats condition is reported at 93.7, the highest May 1 showing for more than 10 years. Acreage is 104.2 as compared with the 1916 crop of 1,073,000 acres.—W. L. Nelson, ass't sec'y state Board of Agriculture.

Mercer, Mo., May 7.—Corn planting delayed considerably. Farmers are making every effort to plant a record acreage and a good many old meadows are being plowed up for corn. We expect the acreage to be planted to be 115% of normal. The soil is working fine and in excellent condition. Acreage of oats about 110% of normal, present condition about 90%. Oats are growing rapidly and look fine; prospects are excellent. The wheat acreage is about 70% of normal, the present condition about 65%. Some acreage abandoned on account of winter killing, which will be put in corn. The wheat condition has not improved perceptibly during the past 3 weeks. The total acreage sown in this county is approximately 8,000 acres and the acreage of wheat that will be harvested is 7,000 acres. Total production of this county on present prospects will be 60,000 bu., while under normal conditions and a good crop season this county produces from 150,000 to 170,000 bu. of wheat.—Alley Grain Co.

## MONTANA.

Red Lodge, Mont., May 4.—Prospects for a crop are very poor. Winter wheat is in good condition, but acreage small. It is too late to get in spring wheat as snow is still on the ground. No plowing is done. Farmers will sow barley if they can procure seed. It is very scarce and high.—J. H. Hyatt.

## NEBRASKA.

Bookwalter, Neb., May 3.—Very little corn planted.—Potts-Coldwell Elevtr. Co.

York, Neb., May 4.—Oats and spring wheat look good.—Farmers Co-op. Ass'n, T. Pruett, mgr.

Superior, Neb., May 1.—No wheat, but prospect is fine for bumper crop of oats and corn.—Elliott & Myers.

Armour, Neb., May 3.—The wheat acreage is small and a very small percentage of it will be left.—Dobbs Grain Co.

Winnebago, Neb., May 3.—We are having too much rain so that the farmers cannot get their crops in.—C. A. Reed, agt. Wilsey Grain Co.

Geneva, Neb., May 1.—Wheat crop is a total failure this year. Do not think there will be 1% of a normal crop in this country.—J. Delaney.

Bradshaw, Neb., May 4.—Wheat is all dead. A large acreage of corn and oats is going in, but corn planting is very late.—C. E. Trump.

Atkinson, Neb., May 2.—Wheat acreage about same as 1916, with the condition good. Ten per cent was plowed up and put to oats.—H. Shaw.

Boone, Neb., May 3.—Winter wheat all dead. Farmers did not get all of oats in. Corn planting will be late.—Farmers Co-op. Ass'n, D. J. Sweeney, mgr.

Benkelman, Neb., May 3.—Winter wheat here is pretty good and the prospect for a crop is excellent.—Benkelman Equity Exchange, Fred Kockrow, mgr.

Blue Hill, Neb., May 5.—All winter wheat dead. Fields are being sown to oats, barley, and cane, besides an extra large acreage of corn. Not much spring wheat sown.—Farmers Grain & Stock Co.

Axtell, Neb., May 2.—Same acreage put to wheat this year as last, but 98% of it will be put to other crops as follows: corn 60%, oats 25%, barley, cane, and millet, 15%.—Axtell Grain & Elevtr. Co., A. T. Carleson, mgr.

Clarks, Neb., May 3.—Wheat crop in this section lost. Only 5% of it was resown to spring wheat, much of it to oats, and the balance to corn. The season has been late, cold, and rainy. Corn outlook not very promising.—W. F. Sheppard, Merrick Co. Farmers Co-Op. Ass'n.

Hastings, Neb., May 2.—Winter wheat in this territory practically a total loss, but with the heavy rainfall that we have had in the last ten days and with it still raining, it should bring the oats and alfalfa out in great shape as well as put the ground in fine condition for corn.—H.



Liberty, Neb., May 5.—Wheat crop a failure this year. Not over 15% of a crop. Most of the wheat ground is put to corn. Under favorable weather conditions we will have a big corn crop, as the acreage is large. Some wheat ground was sowed to oats.—C. W. Hagerman.

Tamora, Neb., May 5.—Winter wheat all killed. Oats acreage 30% greater than last year, with good stand. Weather unfavorable for growing crops. A large part of the alfalfa was also winter killed and will be planted to corn. Most farmers are ready to plant corn, but are awaiting favorable weather.—Farmers Grain & Coal Co., J. Q. Herrold, mgr.

Arnold, Neb., May 5.—Wheat acreage was large in this locality, but about 80% was winter killed and oats and corn will be planted where wheat is dead. A small amount of rye was sown here, and it looks well, about a 90% stand. Cold, wet weather is holding farmers from corn planting, and they are delayed about 2 weeks. Pastures will be good as ground is well soaked.—August Blixt.

#### NEW MEXICO.

San Jon, N. M., May 4.—Wheat is in fair condition, and the prospect is good, provided we have rain soon.—Robert Stone, Agt. Clovis Mill & Elevtr. Co.

Las Vegas, N. M., May 4.—Spring backward, cold, and dry, and rain is needed at once to bring out winter and spring wheat or our small grain crop will not amount to very much.—Las Vegas Roller Mills, E. L. Beal, supt.

Anthony, N. M., May 3.—Acreage hard to determine, but is easily 50% over last year which was largest ever. None plowed up, condition fair to good. Too cold for good growth up to May 1. Small acreage oats and same for hay. Barley heavily increased. All small grains will be followed by Mex. beans in largest acreage ever known, also sorghum for forage. All lands will produce two crops this season and then be planted to winter wheat. With conditions even normal and seed sufficient, count on increase of 75% in production. Corn is just being planted, also beans as far as seed is available. Lack of seed is greatest handicap. Labor is also scarce.—So. New Mexico Farmers Ass'n, C. A. Thompson, mgr.

#### NORTH DAKOTA.

Simcoe, N. D., May 4.—Very backward season. Haven't had any warm weather yet, and the seed is rotting in the ground in many places.—Arthur Ihle, mgr. Farmers Elevtr. Co.

#### OHIO.

E. Monroe, O., May 5.—New corn crop is looking good.—Dewey Bros. Co., F. Littler, mgr.

Ashley, O., May 1.—Acreage and condition of wheat 110% with little plowed up.—H. M. Conger.

Harpster, O., May 3.—Record breaking oats crop sowed and looking fine. Wheat looks good here. Some corn is planted. Weather too cold.—Harpster Elevtr. Co.

Irwin, O., May 7.—Wheat excellent; large acreage oats coming fine. Largest acreage corn, wheat and oats for long time.—N. C. Gest, mgr. The Ohio Grain Elevator Co.

Alexandria, O., May 5.—Wheat is in nice condition, the acreage being larger than last year, and none has been plowed up for other grain. About the average acreage sown to oats, but not much is grown here. More corn than usual will be planted this year.—Ashbrook & Thomas.

Holgate, O., May 4.—Wheat and oats prospect good with 90% plowing done. Corn and oats as acreage will be: Oats, 110%; corn, 125%.—S. G. Snyder & Co.

Urbana, O., May 4.—Ohio will have no complaint to make on her wheat crop this year if conditions are favorable from now until harvest. Largest acreage will be sown to corn that was ever known in this country, but not under most favorable conditions on account of weather.—W. A. Woodward.

Hamilton, O., May 3.—Wheat is coming

out better than was expected a few weeks ago. Weather has been ideal for its improvement, cool and wet. About a 40% crop in southwestern Ohio. A large acreage of corn will be planted. Oats seeding is completed, and a good acreage was sown. Farmers are all busy and help is scarce.—Hughes & Elliott.

Columbus, O., May 1.—Wheat has shown an improvement of 3% over last month, the average now being 83%. Greatest increase was in the northwest and northeast. Weather has been too cold with damaging storms. A short acreage was seeded last fall, only 1,578,845 acres being planted, a shortage of 237,741 acres or, at an average yield, 3,566,000 bus. less than average. Oats acreage is about average, 1,584,459 acres being sown. The condition of winter rye and winter barley shows some better than wheat.—N. E. Shaw, sec'y Board of Agriculture.

#### OKLAHOMA.

Pawnee, Okla., May 4.—Wheat is looking good.—Pawnee Mill & Elevtr. Co.

Hinton, Okla., May 3.—Wheat looks good in this section.—Hinton Mill Co.

Blackwell, Okla., May 4.—Wheat looking fine.—Deer Creek Elevtr. Co.

Guymon, Okla., Apr. 26.—We are badly in need of rain to save the wheat that is still alive.—J. W. Jordan.

Ninnekah, Okla., May 4.—Wheat promises about half crop, corn is in good condition.—Windle Grain Co.

Pawnee, Okla., May 4.—Crops looking splendid here. Could look no better. Good acreage.—Badger-Hudson Grain Co.

Oklmulgee, Okla., May 1.—Crops looking good for season. People all busy in Oklahoma.—Oklmulgee Mill & Elevator Co.

Hooker, Okla., Apr. 27.—In my opinion the wheat condition in this territory is 60% of normal.—T. J. Reynolds, Ginns-Reynolds Gr. Co.

Texhoma, Okla., Apr. 27.—Our territory does not give promise of more than 30% of a wheat crop.—McFarland-Smith Grain Co.

Tyrone, Okla., Apr. 27.—This locality will have the largest acreage of kafir, maize and other row crops in its history.—A. J. Hughes.

Tyrone, Okla., Apr. 27.—I do not expect our wheat to produce more than one-fourth of a normal crop.—L. S. Palmer, Mgr. Tyrone Equity Exchange.

Alva, Okla., Apr. 25.—Wheat here looks like about a 60% crop. About 15% will be plowed up and put to kafir and broom corn.—The Farmers Co-operative Ass'n.

Nowata, Okla., May 4.—Wheat and oats promise a good yield, corn a good stand but small for this time of year altho plenty of time yet for its growth.—Whitford Grain Co.

Guymon, Okla., Apr. 26.—Wheat in this locality will probably not yield more than a third of a crop, and there will be the largest acreage of kafir and maize in years.—Rogers Grain Company.

Afton, Okla., May 4.—Cultivated lands here comprise 60% divided as follows, oats 30%, corn 20%, wheat 10%. Crop conditions are above the average this season. No wheat plowed up.—Afton Grain & Coal Co.

Morrison, Okla., May 4.—Wheat is making a splendid showing now, with only 6 weeks until harvest, and a 3 weeks supply of moisture in the ground. Oats are doing well and corn has a good stand, but small on account of the weather. Altogether, the present condition of grain crops is above the average for this season of the year.—Morrison Grain Co.

Oklahoma City, Okla., Apr. 28.—A cold and misty rain is falling this morning, it has been cloudy for a day or two, ideal wheat growing weather. Moisture at this time in addition to what we have had will make our prospects look bright. Oklahoma is going to raise better than 30,000,000 bushels of wheat if the present prospects

continue and how much more depends upon that.—Sec'y C. F. Prouty.

Adair, Okla., May 1.—Acreage this year of all grains greater than last. Conditions are very favorable at present for a good yield in all grains. Our estimate on the condition of wheat is 85% and oats 80%. Some oats on sandy land has been blown to some extent; but it is a small percentage of the total acreage. Corn planting is completed and while the weather has been rather cold for corn it is beginning to show up all right.—Mohn & Rinker.

Oklahoma City, Okla., May 1.—Wheat shows a growing condition of 71%, 5% above the condition of Apr. 12, and 5% below the condition Apr. 1, compared with 78% one year ago. Wheat shows up well in all sections except the extreme northwest and southwest. Corn has a growing condition of 79%, which is 5% above the condition of the same date last year. Oats show a condition of 72%, 9% below one month ago, and also 9% below the same date last year. The growing condition of alfalfa is 79%, which is 2% below the condition of last month and 11% below the condition of the same date last year.—Frank M. Gault, pres. Okla. State Board of Agriculture.

#### SOUTH DAKOTA.

Doland, S. D., May 4.—Seeding very backward on account of wet weather.—Farmers Elevtr. Co.

Timber Lake, S. D., Apr. 27.—Farmers report about 40 per cent of the winter wheat crop is winter killed and will be turned over and planted to oats and corn. Short spring wheat crop is put in because of the late spring and cold, wet weather.—J. B. Behrends, mgr. Farmers & Merchants Mill Co., Inc.

#### TENNESSEE.

Franklin, Tenn., May 3.—Poor prospects for wheat.—Lilly Mill Co.

Athens, Tenn., May 2.—Wheat acreage sown last year about 100% of the previous year, with 15% plowed up for corn in its place. Oats about 30% of crop. Corn being planted is perhaps 125% compared with last year.—Athens Roller Mills.

#### TEXAS.

Tulia, Tex., May 1.—A large acreage of kafir and maize is being planted.—H. H. Townsend.

Canyon, Tex., May 1.—We are in need of rain, and the early wheat is about gone even now.—W. H. Hicks.

Floydada, Tex., May 2.—Rain is needed to save our wheat from destruction.—Edwards Grain & Elevtr. Co.

Amarillo, Tex., Apr. 30.—Our wheat is spotted, and the condition in the Panhandle is about 75% of normal.—J. N. Beasley.

Tulia, Tex., May 1.—Our wheat prospect is about normal, but we must have rain soon to prevent loss.—W. A. Porter & Son.

Amarillo, Tex., Apr. 30.—This year's increase in wheat acreage in this locality is about 25% over that of 1916.—Grover C. Bishop.

Vega, Tex., May 4.—Our wheat crop will not amount to much unless we have rain soon.—C. M. McNabb, pres. Farmers Elevtr. & Storage Co.

Dodd, Tex., May 2.—No wheat raised in this section. Very little oats, not enuf for home use. Corn as usual, but chinch bugs too numerous to plant corn.—S. D. McGee.

Abernathy, Tex., May 2.—Very little wheat will be produced in this locality if we do not have rain by the tenth of this month.—R. M. Hester of Abernathy Coal & Grain Co.

Dublin, Tex., May 4.—Small grain crops badly stunted by cold, dry weather in late winter and early spring. Much is being plowed up and put to other crops.—R. B. Spencer & Co.

Amarillo, Tex., Apr. 30.—The damage to our wheat crop was temporarily halted by the rains two weeks ago, but the plant is not making much growth. In a short drive yesterday I saw evidence of the substitution of other crops for wheat which is being plowed up in several fields.—E. S. Blasdel, of the Plains Grain Co.

Whitewright, Tex., May 5.—Crop conditions in Texas are for average crops off oats and wheat, with corn a little backward on account of cold weather.—Beatrice Milling Co.

Hale Center, Tex., May 2.—Our wheat prospect is 50% of normal, but we must have rain within a few days to keep it at that figure.—J. J. Roberts, Jr., of Hale Center Elevtr. Co.

Plainview, Tex., May 2.—Wheat in this locality will not produce a full crop, but if we have rain by May 5th the total will exceed that of 1916 because of the large increase in acreage.—Cobb Grain Co.

## WISCONSIN.

Kilbourn, Wis., May 3.—The crop prospects were never better than at present, with plenty of seed.—H. D. Corning.

Mazomanie, Wis., May 4.—Winter grains in the vicinity are in excellent condition. Acreage increased 20%, including spring wheat.—N. C. Kirch.

## WYOMING.

Laramie, Wyo., May 5.—No grain grown in this section.—Holly Grain Co.

## Government Crop Report.

Washington, D. C., May 8.—The Crop Reporting Board of the Bureau of Crop Estimates, placed the area of winter wheat on May 1 to be harvested at about 27,653,000 acres, 12,437,000 less than the acreage planted last year and 7,178,000 acres less than the acreage harvested last year. The average condition of winter wheat on May 1 was 73.2, compared with 63.4 on April 1, and 82.4 on May 1, 1916, and a ten-year average of 86.6 on May 1.

A condition of 73.2 on May first indicates a yield per acre of approximately 13.2 bus. per acre, or a total production of 366,116,000 bus., which is 24% less than 1916, 45.7% less than 1915.

Details for winter wheat states follow:

	Per cent abandoned.	*Acres remaining to be harvested.	Condition 1917, per cent.	1916, per cent.	*Forecast 1917, from May 1 conditions, bushels.	*Final estimate 1916, bushels.
N. Y. ...	4.0	423	83	51	7,686	9,030
N. J. ...	5.0	89	83	94	1,514	1,800
Penn. ...	4.0	1,399	81	90	22,664	26,125
Del. ...	3.5	131	84	86	2,013	1,860
Md. ...	4.2	663	83	86	10,016	10,240
Va. ...	5.0	1,382	84	92	16,252	16,250
W. Va. ...	2.5	332	83	90	4,440	4,640
N. C. ...	10.0	948	80	88	9,025	9,375
S. C. ...	25.0	178	78	77	1,819	2,226
Ga. ...	38.0	244	74	88	2,347	3,803
Ohio ...	4.0	1,804	83	69	29,198	20,250
Ind. ...	20.0	1,805	69	65	23,040	19,440
Ill. ...	35.0	1,535	64	62	18,371	16,225
Mich. ...	5.0	851	77	79	13,761	13,600
Wis. ...	5.0	96	92	81	2,031	1,539
Minn. ...	15.0	74	85	78	1,321	910
Iowa ...	62.0	171	58	80	2,380	6,290
Mo. ...	22.0	1,776	84	70	19,323	16,575
S. D. ...	34.0	120	69	90	1,856	2,775
NeB. ...	75.0	911	60	89	11,479	64,800
Kan. ...	53.0	4,188	59	85	42,006	97,560
Ky. ...	16.0	743	69	87	7,177	8,010
Tenn. ...	35.0	585	64	89	4,792	7,953
Ala. ...	30.0	93	76	86	926	1,045
Miss. ...	25.0	14	82	85	198	90
Tex. ...	25.0	1,271	64	74	13,178	13,200
Okla. ...	17.0	2,683	79	83	31,794	29,585
Ark. ...	5.0	214	85	87	2,365	2,040
Mont. ...	22.0	605	84	83	13,721	11,825
Wyo. ...	15.0	67	87	92	1,574	1,470
Colo. ...	20.0	336	86	88	7,513	7,400
N. M. ...	28.0	68	80	91	1,306	1,072
Ariz. ...	10.0	33	89	95	910	1,160
Utah ...	5.0	234	90	97	5,265	5,000
Nev. ...	5.0	21	94	97	533	490
Ida. ...	10.0	311	85	93	7,666	8,256
Wash. ...	33.0	505	80	84	11,514	18,285
Ore. ...	11.0	420	83	95	8,471	13,340
Cal. ...	20.0	330	72	78	4,871	5,600

U. S. 31.0 27,653 73.2 82.4 366,116 481,744

\*Three 000 omitted.

The average condition of rye on May 1 was 83.8 compared with 86.0 on April 1, 88.7 on May 1, 1916, and 90.2, the average for the past ten years on May 1. The condition May 1 forecast a production of about 60,735,000 bus., compared with 47,383,000, last year's final estimate, and 54,050,000, the 1915 final estimate.

Of spring plowing 72.4 per cent was completed up to May 1, compared with 70.4

per cent on May 1, 1916, and a ten-year average on May 1 of 69.3.

Of spring planting 58.7 per cent was completed up to May 1, compared with 56.7 per cent on May 1, 1916, and a ten-year average on May 1 of 56.3.

## Program Kansas Meeting.

Among the speakers promised for the Annual Meeting of the Kansas Grain Dealers Ass'n at Kansas City, Mo., May 29, 30, 31, are the following:

"Probable Result of Government Regulation of Prices and Closing of Boards of Trade," by D. F. Piazek of Kansas City.

"Some War Problems in the Grain Trade," by P. S. Goodman, of Chicago, Ill.

"Are the Carriers Entitled to an Advance in Freight Rates Under Present Conditions?" by J. B. McClure of Hutchinson, Kan.

"The Problem of Food Distribution at Home and Abroad," by J. Ralph Pickell, Chicago, Ill.

"Administration of the United States Grain Standards Act," by Chas. J. Brand, chief Office of Markets, Washington, D. C.

## Power to President to Close Exchanges.

Sec. 16 of the bill introduced as an administration measure by Chairman Lever of the Agricultural Com'te of the House, May 3, as H. R. 4125, provides:

Sec. 16. That whenever the President finds it essential in order to prevent undue enhancement of fluctuation of prices of, or in order to prevent injurious speculation in, or in order to prevent unjust market manipulation or unfair and misleading market quotations of the prices of necessities, hereafter in this section called evil practices, he is authorized to prescribe such regulations governing, or may either wholly or partly prohibit, operations, practices, and transactions at, on, in, or subject to the rules of any exchange, board of trade, or similar institution or place of business as he may find essential in order to prevent, correct, or remove such evil practices. Any person who willfully violates any regulation made pursuant to this section, or who knowingly engages in any operation, practice, or transaction prohibited by the President pursuant to this section, or who aids or abets any such violation or any such prohibited operation, practice, or transaction, shall be deemed guilty of a felony, and upon conviction thereof shall be punished by a fine not exceeding \$10,000 and by imprisonment for not exceeding four years.

## Quantity of Nails to Use in Cribbing.

The number of nails used in nailing cribbing together is likely to be less than actually necessary when the owner has asked for a cheap job. When the house is finished the nails are out of sight and no one is the wiser.

Good contractors who have a reputation at stake will not use less than 50 pounds of nails to the 1,000 ft. of cribbing. This is distributed by using five 16d nails on the corner and 20d nails a foot apart zigzagged to get the best advantage, and two 16d nails at the joint. A few builders claim to use one and one-quarter kegs of nails to the 1,000 ft., and as a keg of nails billed at 100 lbs. contains about 95 lbs., this would mean about 120 lbs. of nails to the 1,000 ft., which seems excessive, but would make the house tornado proof.

## Tentative Program Oklahoma Ass'n.

The Twentieth Annual Meeting of the Oklahoma Grain Dealers and Millers Associations will be held at Oklahoma City, Okla., May 22nd, 23rd, 1917.

Tuesday Morning 10:00 A. M.  
Meeting of the Millers in the Assembly Room, Skirvin Hotel.

Tuesday 2:00 P. M.

Joint Session of Grain Dealers and Millers. Meeting called to order by President D. J. Donahoe, Ponca City, Okla.

Address of Welcome: Hon. Ed Overholser, Mayor, Oklahoma City, Okla.

Response: D. J. Donahoe, President, Ponca City, Okla.

"Improvement of the Oklahoma Wheat Crop," M. A. Beeson, A. & M. College, Stillwater, Okla.

"Right Relationship in Business," Mr. V. E. Butler, Indianapolis, Ind.

"Federal Supervision of Grain Inspection and Regulation Under Grain Standards Act," C. E. Munn, Supervisor, Oklahoma City, Okla.

"Pomerene Bill," Chas. Quinn, Sec'y Grain Dealers National Ass'n, Toledo, Ohio.

"Oklahoma Crop Conditions," Hon. John Fields, Oklahoma Farm Journal, Oklahoma City, Okla.

Adjournment.

Wednesday Morning 10:00 A. M.

"Safety First as It Applies to Our Industry," W. G. Ashton, State Labor Commissioner.

"Organization of Boys Wheat Club for Oklahoma," John E. Swaim, Asst. State Boys Club Agent, U. S. Department of Agriculture, Stillwater, Okla.

## The Embargoes.

Mich. Cen. R. R. embargo of Mar. 1 on shipments of grain to Buffalo, is extended to cover grain and grain products so consigned.

P. & L. E. R. R. has revised its embargo to permit shipments of freight on or via Western Md. R. R. when not restricted by other embargoes.

Mich. Cen. has embargoed all freight except livestock, perishables, and munitions, billed to the Canadian Pac. Ry. via Windsor or St. Thomas, Ont.

Wabash R. R. embargoed freight of all kinds except perishables, for delivery to the Canadian Pac. R. R. This includes switch business at Detroit.

Lake Shore Railroad has removed its embargo on shipments of grain east for domestic consumption. Western lines are permitting their cars to be loaded for the east.

N. Y. C. & P. R. R. embargo of Apr. 12 of carload freight from west of Buffalo and of Clearfield, Pa., destined to points on or via the N. Y. C. east of Cleveland, O., is extended to include car load freight from the Penn., P. M., Wabash, N. Y. C. & St. L., G. T., Erie, and B. & R. P. railroads at junction points west of Buffalo territory, when originating at points west of Buffalo and destined to points on or via the N. Y. C. east of Buffalo, except field and garden seed and fertilizer, when for delivery on the N. Y. C., B. & M., or B. & A. R. R. It does not apply to local deliveries at Buffalo.

## Our Callers

Howard J. Smith, Buffalo, N. Y.  
E. E. Buxton, Memphis, Tenn.  
S. Legreid, Illinois Fire Marshal Dept., Springfield, Ill.  
B. K. Postlethwaite, of Richardson Grain Separator Co., Minneapolis, Minn.



### Among the Elevators.

By WAYFARER.

WHEN CLOSING the house for the season it is wise to lock every door carefully. At Canyon, Texas, is a mill which is not running, and upon which there appears no sign to give a stranger some idea as to the identity of the owner. The writer went into the town in an Overland, and when the car had come to a halt near the mill office he alighted and walked toward the door. Things looked rather deserted, but, not suspecting that the plant might be closed, a hand was applied to the door knob. It turned easily and the door was pushed open. The only thing that stirred was the dust which had accumulated through the passing days. There was "nobody home", but the door was not locked, and we wonder how many tramps had discovered that fact on nights when it was rather unpleasant to sleep outdoors.

IF IT BE TRUE that the burned child avoids the fire, then it must necessarily follow that the owner of an elevator at Lockney, Tex., has never been burned. If that were not the case he would change the engine exhaust pipe. At the present time it comes out almost against a wooden wall, and its hot gases are discharged directly under the wooden eave of a sort of dog-house which protrudes above the roof of the engine room. The wood of both wall and eave is badly blackened—we are not certain that it is not actually charred.

AN AXE is such a common implement that we hardly ever think of it until an occasion arises for its use, and then we are seldom able to find it in the place where we are quite certain it was seen only the day before yesterday. It is quite evident that J. H. Woodward, Mgr. of the Wildorado Elevator Co., Wildorado, Tex., believes he would be willing to give almost anything for an axe in case of fire, so he keeps one hanging on the wall of his office and above it is a sign which reads: "To be used in case of Fire only. Don't ask to borrow".

Woodward also wants his telephone conversations to be a private matter between himself and the man at the other end of the line. A convenient booth, fitted with a door, stands in one corner of his office.

EXPOSED.—Several new elevators which I have seen recently have detached engine rooms, and the power is carried into the plant by a shaft which is situated at a distance varying from one to three feet above the ground, running in bearings supported by concrete piers. Every care seems to have been taken to insure permanency of alignment and there does not appear to be much reason to expect outside objects to develop friction points, but in no case that has been observed has a shield of any sort been erected to prevent employees, or others, from becoming injured by coming in contact with the shaft. A sufficient and effective guard can be built around such shafts at only a very slight cost, and one should be provided to make certain that regrets will not come later. Dollars never wipe out the stain of persons killed by machinery needlessly exposed.

STRANGERS do not know so much about your plant as you do, and since most of your dealings are with men who are not acquainted with the arrangement of the different warehouses, coal bins,

etc., it will be found of value to make some provision for telling each customer, in terms that he can understand just which door he should drive to for the commodity he wishes to purchase.

The Panhandle Grain & Elevtr. Co., of Amarillo, Tex., has a great many warehouses, driveways, etc., and on the door of each is painted a number, large enough that he who runs may read. When a man in the office tells a driver to go to Door No. 2 it would be a dunder-head indeed who would stop at No. 1 or continue until he came to No. 3.

But these people sometimes forget to close their cupola windows at night. At any rate, one of them was wide open when the writer walked past the plant at 7:30 p. m. on April 30.

### Believes in Making Known His Want.

Evidently Mr. F. C. McCord, Mgr., of the Larabee Flour Mills' Stafford, Kan., plant, believes in keeping the farmers advised of the price which he is offering for grain. The main road runs past the mill from the south, and below a third story window of the mill building is a sign with large characters reading "No. 2 Wheat," and just below this are groovers into which tags bearing figures about 16" high by 10" wide can be placed. When these are in place the sign reads, for instance, "No. 2 Wheat \$2.50." The sign can be read for at least an eighth of a mile, and no farmer need wonder what Mr. McCord will pay him for No. 2 wheat on the day when he arrives in the town with the load.

### Tolerance for Automatic Scales.

BY HENRY RICHARDSON.

Under the Pomerene law which went into effect Jan. 1, if a man loads a car of grain and weighs it on an adequate weighing machine, his weight should be accepted.

Somewhere in the United States is an august body which says that the only way to weigh grain correctly is on a track scale. Tests on a track scale, on a hopper scale, and on an automatic scale, showed the automatic scale weighed out within 29 pounds as against a hundred more on the others.

A great many men are writing letters asking if their weights over an automatic scale will be accepted. They are told, "Certainly not. You must put in a track scale." Now if you put in a track scale that will show wrong if you don't shake it enuf, I think this is a little inconsistent in the face of these figures.

I took these tests on an elevator, and ran it in amounts of 200, 400, 800 and 1,500 bushels. We took the stream of grain dropping from a height of fifteen feet. We made those tests on 750 weighings, without making any change to the machine. We weighed oats at one time, corn at another, and wheat at another time. We took the opportunity of putting into the material a whole lot of trash. The result of this was that on no single weighing was there more than six ounces' variance. The total error was then 3,198 ounces, a plus error of 3,198 ounces, which means 194 pounds on 4,500 bushels.

Will the manufacturers of automatic scales be allowed the same tolerance that the Bureau of Standards allows on the track scale? Of course, if you say that the track scale is allowed all these vari-

ances, but the automatic scale is not allowed any whatever, we have got to go out of business. We only ask the small amount of one hundred pounds on a car load.

### War Affecting the Grain Trade

PORTUGAL has removed the duty on all cereals.

SWEDEN has prohibited the exportation of all grain and meat.

FREIGHT RATES on wheat from India to the European continent are about \$1.29 per bu.

THE FORT WORTH Elevator Co., Fort Worth, Tex., has offered its large plant for the use of the Government during the war.

ITALY gets all its wheat in British vessels from Australia, and Italian vessels are used in transporting American wheat to England.

BRITISH FLOUR must contain not less than 10 per cent nor more than 25 per cent of flour made from rye, rice, maize, oats, barley, or beans.

FRANCE proposes to pay her farmers \$2.28 per bushel for wheat, paying the difference between that price and \$1.88 out of the state treasury rather than raise the price of bread.

A BAVARIAN malt dealer, Commercial Councilor Weyermann, of Bamberg, has been sentenced to 4 months' imprisonment and fined 716,000 marks, for illicit dealings in malt.

ALL OF GERMANY'S coming grain crop will be requisitioned by the government, according to the Bavarian member, Dr. Geo. Heim. He warned farmers to be prepared for new and heavier restrictions.

THE DEPARTMENT of agriculture of France has reported that crop conditions are less favorable than last year, due to insufficient preparation of the soil, lack of fertilizer, and unusually heavy rains.

THE BRITISH GOVERNMENT has taken over the buying of flour for the United Kingdom. A list of outstanding contracts is to be filed with the Wheat Export Co. of New York, and these old contracts are to be fulfilled along the usual lines.

GRAIN FORWARDERS of Rotterdam, Holland, have formed a co-operative ass'n of grain receivers and forwarders under the name of the Central Grain Forwarders' Co. The object of the ass'n is to eliminate the competition which has gradually come to make business difficult.

RYE AND WHEAT in Denmark have been taken possession of by the government. Every person growing grain was allowed to keep 135 lbs. for private use, and a maximum price of \$1.83 for wheat and \$1.50 for rye, both in thrashed condition, was allowed. Malting of home-grown barley is prohibited, and no transactions can be made in grain.

WINNIPEG will censor all future trades, and a com'te of three, composed of Dr. Magill, sec'y of the Exchange, T. Brodie, of the council, and F. O. Fowler of the clearing house, has been appointed for that work. This action was taken following the announcement by the British wheat commission that no buying of Winnipeg wheat had been made during the last forty cent rise in the price of wheat, and that the commission has enuf grain bought to meet present requirements. The censorship will be placed to further aid in maintaining trade along legitimate lines.

ELECTRIC FLOOD LIGHTS to illuminate elevators and mills at night are one of the methods being adopted as a precaution against incendiary fires or explosions. The Aunt Jemima Mills of St. Joseph, Mo., and the Rialto Elevator Co., South Chicago, Ill., are protected in this manner.

SWEDEN has taken a number of new economical war steps. Bakers assert it is hard to get wheat and rye flour so ask permission to put oats or barley flour in bread. A decree has been issued forbidding the manufacture until Sept. 30 of malt drinks containing more than 3.6 per cent of alcohol.

KING GEORGE on May 2 signed a proclamation exhorting the people to lessen their consumption of wheat and to practice the greatest economy and frugality in the use of all other kinds of grain. The proclamation particularly urges the population to reduce the consumption of bread in their families by at least one-fourth of the quantity consumed in normal times.

IN ACCORDANCE with an agreement entered into with the British Minister, the Argentine government has authorized the exportation of 180,000 tons of wheat and 20,000 tons of flour to England on the condition that 200,000 tons of wheat from the Canadian harvest shall be returned to Argentina in July.—What if Canada has a failure?

BRITAIN has indirectly appealed to the United States railroads to give wheat preference in shipment, and to ship owners to cancel all cargoes which are not necessities and give the space to wheat. Alan Anderson, chairman of the allies wheat supply com'te, stated recently that the United States would probably be made the purchasing agent for all the allies. He appealed for strict economy for the general good.

ARGENTINE has authorized the exportation of 180,000 tons of wheat and 20,000 tons of flour to England on condition that 200,000 tons of Canadian wheat shall be returned to Argentina in July.

A TAX on grain used in the manufacture of liquor was recently suggested to the Senate com'te on agriculture by J. Beber, pres. of the national distillers' and wholesale liquor dealers ass'n. He asserted that it was impracticable to cut off the production of alcohol at this time as large quantities of it are used in the manufacture of munitions.

MUCH of the grain exported from the United States is lost by the sinking of ships by submarines. Some estimates place the amount as high as 35 per cent. This great waste of grain makes prices higher in the United States, as the allied governments buy to make good the loss, nearly doubling the demand. The United States government is wisely concentrating its attention on protecting the grain laden ships from submarines, as it is illogical to load boats with precious foodstuffs only to have them sunk.

HOLLAND'S BREAD ration has been reduced from 400 grams per day to 311, mine workers and other heavy laborers only being allowed the old ration. The bread card was instituted Feb. 5, and has gradually been extended to reduce consumption, caused by the non-arrival of grain ships from America. March 15 a decree ordered the admixture of other ingredients so that the composition of the present flour is: home-grown wheat flour, 40%, American flour 30%, and potato flour, 30%. Brown bread flour is composed of unbolted flour 47.5%, potato flour 30%, rye flour 15%, and wheat bran 7.5%.

## Undesirable Features of a Washington Elevator.

The great advance in the price of grain bags has forced every Pacific Coast grain dealer to give serious consideration to the adoption of modern bulk handling facilities, and some grain dealers are succeeding in building a conveniently arranged bulk handling plant, which can be economically operated, but many of the plants being erected are monstrosities, which will need three and four times as much labor as should be necessary to handle a given quantity of grain thru a well equipped elevator. During 1916 Washington, Oregon, Idaho and Montana added 222 new elevators to their bulk handling facilities, and no doubt a larger number will be added this year, but so many of the plants are being erected by men inexperienced in the construction of grain elevators or the handling of grain, that much trouble is sure to result for the men who attempt to operate them.

The 60,000 bu. steel tank storehouse of the Farmers Elevator Co. at Quincy, Wash., has tanks of different sizes, and the leg which elevates the grain from the dump scale to either of the tanks is enclosed by a slender leg house, covered with corrugated iron. The leg is operated by a gasoline engine, which stands just outside the driveway, exposed to the weather and any meddler who may happen that way. The weighing or cleaning of grain before shipment is impossible, hence the company must pay freight on dirt and stand for any loss of grain which may leak out in transit.

If the grain dealers of the Pacific Northwest want modernized facilities for handling bulk grain, they should call upon the elevator builders of the middle states, who have specialized in facilities of this character for the last 30 years, and know how to meet all the needs of the dealers who handle each kind of grain. The building of so many hurry-up elevators by inexperienced contractors is sure to promote much dissatisfaction among owners, and the discriminating dealer will give heed to the improvements perfected by the experienced builders of the middle states.

GRAIN FUTURES accounts of alien enemies must be cleared off brokerage books.

IN THE HOUSE OF COMMONS recently Captain Bathurst stated that a small quantity of wheat had been sold at 91 shillings per quarter, equal to \$2.77 per bushel.

THE BALTIMORE Chamber of Commerce has endowed two beds in the tuberculosis hospital at Bordeaux, France, the fund being raised by Geo. S. Jackson, pres. North Atlantic Export Grain Ass'n.

MANITOBA WHEAT is wanted for seed purposes in France, and 220,460 lbs. have been asked for. Supply and delivery stations have been arranged. The seed will be delivered to growers in exchange for local wheat at a ratio of 200 lbs. for 229 lbs. or sold at \$3 per 100 lbs. at normal exchange.

ALL SHIPPING under the British flag has been requisitioned by the British government at blue book rates which are said to be about 25 per cent of the rates usually charged, by the shipping companies. The order becomes effective with the arrival of vessels which left their ports of departure on Mar. 21. It will apply to over 80 per cent of the entire tonnage of the International Mercantile Marine Co.



60,000-bu. Steel Elevator of Farmers Elevator Co. at Quincy, Wash.



There was a little building, and it was made of wood; it stood upon a siding where the wind could hit it good. A window was left open and a live spark sauntered in— Now there is no little building; there is just a little tin.

—Our Paper.

### Chokes.

BY CAL.

The proper place for each friction clutch is as near the machine which it controls as possible. The operator is then able to observe the action of the machine as he applies the power.

When an elevator man is heard to make the remark that his distributing spout does not function properly an investigation will usually disclose the fact that he has used the wrong word. He should have described it as a "scattering" spout.

Stitched cotton (not rubber) belts will be benefited by a semi-annual application of raw linseed oil. The oil should be applied with a paint brush and it will soften the fiber of the belt, thus decreasing any tendency to become stiff and the consequent liability of breakage.

The grain office will not be such a cheerless place if vines are planted so that their foliage will shade the windows. A few flowers, shrubs or trees, which, in most places, can be grown without much cost or effort, will give an immense return in increased satisfaction and pleasure.

If the office be built of concrete let there be some provision made for screening the windows against flies, and for hanging calendars, maps, and other articles on the walls. This can be done easily during the construction period, but later it is difficult to obtain satisfactory anchorage.

When the concrete walls of the scale pit are carried up to the level of the platform, thus doing away with all wood in the frame itself, some provision should be made to protect the concrete from the wheels of passing wagons, for unless this is done they will soon chip off the edges of the walls. For this purpose angle irons of sufficient width to give three or four inches of bearing surface should be used, and they should be held in place by bolts set into the concrete before it hardens.

In all cases where sheet iron is used as the exterior covering of the sides of a building it should be allowed to project slightly below the line of the sill which lies on top of the foundation. It will cover any crack which there may be between the foundation wall and the superstructure, thus making it impossible for water which is running down the side of the building to effect an entrance through that crack.

When you are arranging the means to supply drinking water for the men who haul the grain to your elevator do not forget the horses. They may not be able to voice their thanks for a supply of fresh, cool water awaiting them at the end of a hard pull through the heat of a summer day, but to have that water ready will be an act of kindness, at least. Make a determined effort to include the necessary equipment in the plans for general improvements.

Electric wiring for motors and lights in elevators should be in conduit, and above all things wires not in conduit should be placed where they can be seen and where the operation of the plant will not cause them to be disturbed. All conduit in elevators should be of metal, and with no unnecessary outlet boxes.

Both wood and iron will rot, and otherwise disintegrate, more rapidly when in direct contact with the earth than when exposed only to the action of atmospheric elements. Therefore, care should be exercised to protect the siding of a building for a short distance above the foundation line, and, in grading, the dirt should never be piled directly against the wood or iron.

The pipes for fuel supply and overflow should not be placed on or a few inches above the floor of the engine room, where they may cause an employee to stumble and perhaps to fall into the rapidly revolving fly wheels of the engine. Run them in a housing of some sort, sunk below the level of the floor surface and only emerging to permit the necessary connections to be made.

The elevator leg which constantly carries grain over the head and down the back leg is inefficient in that it consumes power without giving adequate service in return; it is, a possible starting place for a disastrous fire; it breaks and otherwise damages much grain; and it is altogether inexcusable, because it can be prevented by proper construction, or overcome by means known to every competent builder.

Short pipes extending upward from the boot bearings for the purpose of facilitating oiling are all right; provided, however, that the opening is kept covered to exclude dust. Nothing will do this better than a bolt with a flat head, the bolt to be inserted into the pipe. The practice of continuing the pipes to the work-room floor in order that oiling may be done without descending into the pit is to be condemned, because the operator should be required to make an occasional trip below to examine conditions there.

It is gratifying to note that the real elevator builders are coming to make their plants not only more nearly perfect from a structural standpoint, but also to construct them with a view to giving greater convenience and satisfaction to the men who must labor in them day after day. If for no other reason than that his experience has taught him the little points, which, seemingly unimportant, are highly desirable, the elevator builder should be given preference over the man whose previous work has not extended beyond a good barn or silo.

Rubber belting which has been discarded for any reason short of complete destruction makes a valuable material for placing upon the platform of the wagon scale and on the driveway floor in the path of the wheels of passing wagons. It is almost unbelievable that this apparently weak material will out-wear naked wood in these places, but experience seems to have proven that it will do so. It protects the wood from the blows of the horses' hoofs and it appears to be easier for the farmer to stop his wagon at the proper time, the wheels not slipping so readily after they have been locked with the brake.

It is always advisable to have some sort of opening in the leg at a convenient height to permit the operator to examine the operation of the belt. A door, hinged to swing outward, is usually provided for a cover but unless it is kept open the view is obstructed; and when it is open there is danger that an employee or other person may be injured by placing his hand into the moving cups. Make a door frame of the proper size, and cover it with woven wire which has about a 1" mesh. Hinge this in the usual way and when it is shut the belt can be seen, but the guard prevents an accident; if work must be done on the belt or cups the door can be opened for that purpose. Earl Martin, Agt., for the Larabee Flour Mills Co., at Coldwater, Kans., uses this.

When elevator buckets are carried only half filled with grain the leg is not doing its full duty; yet it is consuming almost as much power as if the buckets were filled level with their tops. Many times the fault may easily be remedied and it naturally follows that the man who is in charge should see that it is corrected.

Perhaps it is true that when grain was worth about one-third of its present value there was some excuse for permitting it to become scattered on work-room floors and in various and sundry other places in and around the plant, but it should be kept constantly in mind that now each kernel represents a real, and considerable, amount of cash. Of the grain which is once allowed to accumulate in such places hardly more than 50% is recovered in its original condition, and some of it is inevitably lost forever. Leaking bins, legs and spouts need more careful attention now than at any time in the past.

### The Winnipeg Censorship.

The tight situation in the May wheat delivery at Winnipeg growing out of the holdings of the allied governments and the opening of navigation led the officers of the Grain Exchange to forbid new trades in that future. Trading has been limited to closing out old contracts.

A com'te held a conference later with the government buyer and it was agreed May 3 that for a few days the agent of the Royal Commission will be prepared to purchase certain low grades wheat at certain penalties giving back May in exchange. The grades and penalties agreed on are No. 4 wheat at 30c under May; No. 1 northern tough 15c; No. 2 northern tough 18c under; No. 3 northern tough 30c, and No. 4 tough wheat 40c under. This is preliminary to an attempt by the com'te to ascertain the exact position of the various shorts and to arrange a basis where lower grades than contract will be taken by the government agent and May given in exchange. It is understood that if the government agent can be assured of getting a fair proportion of the contract grades as they come forward concessions will be made with respect to low grades.

The artificial restriction had if anything the opposite effect upon prices that was intended, for the May future jumped from \$2.47 on May 2 to \$3.05 on May 3. Then it was announced that private trading would be permitted on the basis of the May 3 close, \$2.94. At the same time trades in July were forbidden, unless at the limit of the May 3 close, \$2.66. May 8 Winnipeg July sold privately 25 cents over Minneapolis July.

## Practical Suggestions for Those Who Will Build.

By J. A. EYER.

Today I encountered most impressive evidence of the great danger of protruding grease cups. While at Toulon, Ill., visiting the mill department of the Johnson Lumber Co., I saw where Robert Stover, manager of this department, was caught by a protruding grease cup on the hub of a large pulley and whirled into eternity. His loose coat caught on the cup, which was revolving about 700 times a minute. Mr. Stover was waiting on a customer, when a belt broke and he excused himself to make repairs. After he had been gone 15 minutes, the customer became restless and went into the basement to find him. His body was still held tight to the pulley. Money will not repair his injury or replace the father in the esteem of six young children and the bereft wife. It would be far better if all workers would adopt the "Safety First" slogan and stop the machinery before attempting to make any repairs. What is more, loose blouses should not be tolerated, as they are very likely to catch in unguarded moving machinery wherever exposed. Here was a man who had spent his life around machinery, yet he took just one chance too many. Cover the protruding grease

cups and set screens. Guard all moving machinery before it is too late.

**IDEAL APPROACH**—Today I found the best approach to an elevator driveway I have seen in months of travel among the elevators of Iowa and Illinois. Its heavy retaining walls were built of concrete surmounted with a hand rail on each side made of heavy tubing. An easy grade robbed that approach of any danger for farmers' wagons.

**RUNWAY BESIDE WAGON SCALE**—The giants engaged in buying grain from farmers at the elevator offices have no need of stilts to place them on a level with the farmer on top of a load. They can look him straight in the eye when they are talking to him, and feel sure as to whether or not he is telling the truth, but the runts and the shorts way down below the farmer are placed at a great disadvantage in bartering with him. The elevator office at Mendota, Ill., which is illustrated herewith, has been provided with an elevated walk or runway across the front, so that the buyer can step out and examine the grain in the wagon or consummate its purchase with the driver, without climbing downstairs and up onto the wagon, in order to get near to the grain and the seller. In busy times that platform saves a lot of strength and energy which before had been needlessly wasted.



Runway Beside Wagon Scale at Mendota, Ill., Elevator.



An Ideal Approach to an Illinois Elevator.

## Smoke from Internal Combustion Engine Proof of Waste.

BY NOMAD.

One who visits many elevators in the course of his daily work very frequently sees a condition which exists solely because of ignorance or carelessness on the part of the elevator operator. This statement is made with reference to the practice of permitting an internal combustion engine (using gasoline, kerosene, or some petroleum product for fuel) to belch an excessive amount of smoke from its exhaust pipe.

The primary purpose of the exhaust arrangement on such an engine is to allow the expulsion of the products of combustion. For the most part these are in the nature of gas. If the engine is working properly this gas is one from which all combustible or explosive elements have been removed by the process of burning. If one or more of certain things have gone wrong then not all of the fuel mixture is made to give up its full quota of power at the time when the explosion takes place, and a quantity of unburned gas is forced into the outer air when the piston makes its clearing out stroke.

For our purpose it is sufficient to say that when an internal combustion engine is working at its fullest efficiency the exhaust gases are invisible, or nearly so; and, inversely, that when smoke issues from the exhaust pipe it is a sign of a loss of efficiency. The latter condition also gives evidence of the fact that too much fuel is being used, or that the machine is not generating all the power of which it is capable, or both. In either case it means a loss of money.

The most frequent causes are too much lubricating oil, too much fuel oil, or an improper mixture of the liquid fuel with air in forming the gas which is ignited by the spark.

One is aided in determining the cause if it be remembered that an excess of lubricating oil creates blue smoke, while black smoke is an indication of something wrong with the fuel supply or mixture. Having determined the cause of the condition, it becomes the operator's duty (all too often a neglected one) to make the necessary correction.

Any man with intelligence enough to handle a grain elevator can find out why his engine exhaust is smoky, and he can also remedy the defect. If the owner or manager will but recognize that such an exhaust is throwing away dollars for him he will see that it is made to cease, and another improvement will have been made.

STOCKS OF OATS continue to accumulate, while the demand thruout the week has been slow and unsatisfactory. Dealers showed but little interest, even when the future markets were strongest. The near approach of lake navigation, with offerings for shipment at a considerable discount under cash prices, seems partly responsible for the present apathy, while the high prices prevailing tend to restrict consumptive requirements. It is unlikely that there will be a revival of cash demand under the conditions as outlined, for unless support is given either speculatively or thru export purchases, the indications suggest a further decline. There is considerable pressure to market spot holdings, and the present buying power of dealers is incapable of taking care of the offerings at the existing level of prices.—L. W. Forbell & Co.



## Advanced Elevator Improvements.

BY H. M. HICKOK, MINNEAPOLIS.

At the present time indications are that there will be as great a demand for new elevators in the Northwest as last season, but on account of the difficulty in getting lumber shipments from the West due to the scarcity of cars, the work is going to be late. It is very likely also that builders will experience difficulty in securing prompt shipments of other material and quipment, so that it will be to the great advantage of prospective owners to arrange for the construction of their new elevators at the earliest possible time.

The demand for better and more equipment is growing all the time. It is very seldom that we figure on an elevator that does not call for two stands of elevator legs and a cleaner. This year we have specifications calling for grain conditioners which will dry and improve the quality of damp grain. Some of these conditioners are made of metal and located outside the elevator and some are constructed on the inside.

An elevator is seldom built with less than twelve bins. We have specifications for elevators of thirty thousand bushels capacity which have as many as twenty bins. Last year when there were a large number of grades unless an elevator had a large number of bins much loss was occasioned by having to mix grain of different grades.

In the matter of spouting, by the use of improved double distributors we are able, where there are two stands of elevator legs to spout all bins with a single spout to each bin, reaching a single spout by both legs at the same time. It will be readily seen that this greatly increases the possibilities of handling the grain to the bins.

Where gasoline or oil engines are used we advocate a construction of a non-combustible engine-room cut off from the elevator or driveway by metal clad underwriter doors. An engine-room of this construction can be built attached to the elevator or underneath a frame office attached to the driveway without an insurance deficiency charge.

Chimneys should be built from the ground up and in frame offices great care should be used that the chimney does not come in contact with the woodwork. Flues should have a tile lining instead of being plastered.

Where cleaners are installed overhead bins should be at a sufficient height so that all contents can be spouted to the cleaner. The side bins also can be tapped and spouted to the cleaner. Pits should be constructed to take care of both the clean grain and the screenings. In some cases it is advisable to make provisions for separating the different classes of screenings.

Each elevator head should be equipped with an effective back stop, this is especially essential in the case of electric power so that in case the current goes off, the loaded cups will not go back and cause serious choke ups.

Signalling devices to give notice of filling of a bin are also valuable.

Another item of equipment which should be generally installed is a car puller.

We doubt the necessity of building larger and faster handling elevator legs. In most of the country elevators legs run from 1500 to 1700 bus. per hour. This is about as fast as is necessary, to handle grain from the wagons or for shipping.

In the matter of bins to handle the in-

creased number of grades it would not be wise to have bins of smaller capacity than a minimum carload or say 1200 bus. Usually the deep bins on either side of the work floor contain about 3000 bus. and upwards. They can be divided by putting in hopper bottoms at a height sufficient to spout to the work floor. We do not expect to build many houses with the capacity of 25,000 bushels or more with less than 15 bins.

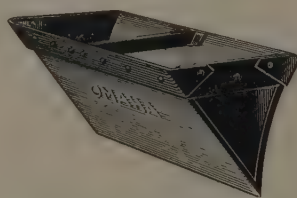
## The Most Economical Bucket.

BY P. F. MC ALLISTER, CHICAGO.

The greatest revolution in elevator buckets has occurred in the last three years.

For the last 20 to 25 years there had been no great advance made in elevator buckets.

True there are several kinds of buckets on the market which are only variations of two types, viz., band buckets and the familiar Salem or non-band bucket.



Economical Elevator Bucket.

The bucket demanding the attention of the trade today is the V bucket, sometimes called the Omaha and by others called the Minneapolis. The advantages of this bucket are increased belt speed, closeness of location on belt, greater elevating capacity for same size bucket or same capacity belt.

Like all improvements these buckets have their antagonists and the old buckets their friends. Few manufacturers go to the trouble of making actual tests of carrying capacity, belt speeds, etc., and much less is to be expected from the average contractor. Thus the elevator owner is left to the mercy of the contractor who makes the lowest bid (in most cases) rather than to the reputable builder who can "show you" or the one who will guarantee his capacities and make his guarantee good.

As an illustration we quote the following comparison: A 10x6 V cup set 7" center to center attached to an 11" belt running over a 60x12" head pulley will elevate 3410 bushels per hour.

A 10x6" Salem bucket spaced 12" center to center (not practical to set closer) attached to same size belt and running over the same size head pulley will only elevate 2070 bushels per hour.

In order to obtain the same capacity as the V bucket it would require a 14x7" Salem cup on a 15" belt and a 60x16" head pulley. It does not take much time to figure the saving in first cost, from a catalogue and discount sheet to ascertain the saving effected by using the V bucket.

In letting your contract for a new elevator or remodeling your old one favor the contractor with a reputation behind him, the contractor who can "show you" and the contractor with a guarantee rather than the irresponsible with a short price who carries his office in his hat.

ALCOHOL tax will be increased by the Government soon from \$1.10 to \$1.75 per gallon.

## Elevator Observations.

BY TRAVELER.

OVERLOADED ELEVATORS: Prudent elevator operators are not making an effort to fill their houses to capacity. As they ship they are not grabbing more, but are studiously trying to handle what they now have on hand. Many operators are worried as to what they would do should a bin of corn get to heating as their bins are so filled it would be impossible for them to take care of it. At least one empty bin should be kept for such an emergency.

Due to congested conditions which were long prevalent, elevators throughout the country the past winter carried the heaviest burden for the longest time in their history. The huge weight in many houses caused much concern as to the safety of the buildings. Many elevators bulged badly at the sides and were twisted and pulled out of plumb. Foundations settled dangerously, and in numerous instances bins burst causing untold grief and trouble due to the mixing of grains, and the accompanying wastage. Hot boxes and friction are common complaints, and especially in houses built by inexperienced or inefficient builders. Only the good elevator builders take into consideration the strains which accompany the weight of grain in an elevator. This is a point which must be planned scientifically and incompetent builders do not work along scientific lines.

These unusual conditions are showing the necessity for good elevator construction. As a result the competent builders should come into their own.

DEPRECIATION: When the terrible god of destruction, Depreciation, starts eating at the vitals of a grain elevator, it takes prompt action to mitigate his attack. Each year necessary improvements should be made to take care of the wear and tear of the elements and the operation of the house. The house should be carefully gone over and repairs made to take care of the depreciation. Some authorities say that the physical depreciation of an elevator may be kept down to 2% per year. This of course necessitates the making of repairs as needed. If a few years of repairing is passed up then the depreciation eats into the structure by leaps and bounds, and soon the building is in very poor condition. As an example of how surely depreciation gets by when the owner ceases in his vigilance, look at the engraving of W. B. Harglerood's elevator at Lawrence, Nebr. Note how badly the sills of the power room have rotted. See where the lap siding is pulling off the elevator. A few shingles have left the power room roof. All the window panes are gone from the two windows. Locomotive sparks have ready entrance to the basement as well as the work floor. An invisible sign over the basement window reads "Hoboes Welcome!"

What about your own property! Can you make any needed improvements.

DISORDERLY SURROUNDINGS: Springtime is always clean-up time. There is always that "something" in the air which makes a fellow want to jump in and put things in order. Now is the time to clear away all the accumulations which might have piled up during the winter months. Remove all the rubbish away from the plant. Pull out all the old dead weeds, remnants of last year's bountiful crop. Get rid of your old castoff tools and machinery. In fact jump in and clean things up thoroly as they should

be. Dirty surroundings are a very poor inducement for business.

Where do you trade? At the dirtiest, most disorderly store in town, or at the one which is kept clean and shining? The farmer is attracted by an appearance of up-to-dateness. A crop of last year's weeds and a pile of cast-off junk could hardly be called up-to-date. Get busy!

Perhaps you always keep your place of business in clean and orderly shape. If so then cleaning up does not worry you, but if the outside of your premises looks as untidy as does the outside of the Dawson Grain Co.'s "West" elevator at Rising City, Nebr., then it should. The picture reproduced herewith was taken at this plant.

## UNPROTECTED EXHAUST PIPES:

The exhaust pipe of a gasoline or kerosene engine is a very dangerous contrivance about an elevator plant unless it is properly safe-guarded. When the engine has been doing a heavy bit of running this pipe gets mighty hot. It gets so infernally hot that it is about impossible for

anyone to touch it without getting burned. Sometimes it gets almost red hot if the engine is not working properly. In many elevators this pipe comes in direct contact with wood at the walls, ceiling or roof of the power room. Such arrangement is extremely bad, for elevators very often catch fire and burn.

In the cut shown on this page the hazard is clearly defined. This is a typical condition and prevails in countless elevators. The picture is of the "West" elevator of the Derby Grain Co., at Lewistown, Nebr. Here as you see the pipe runs directly through the wall and touches the wood at all sides. Where such an arrangement is found almost invariably the hot pipe has badly charred the wood about it. As it takes so little work to remedy this hazard it is really a pity to allow it to remain. To make it safe all that need be done is to cut the wood out three inches on all sides of the pipe, a square hole will do, and then cut a hole the size of the pipe in a piece of galvanized iron which may be

slipped on to the pipe and nailed tightly over the hole. This gives the pipe a good support and holds it away from the wood.

Go out and look at your exhaust pipe and exhaust pot now! If the pipe lacks proper clearance of three inches on all sides get a saw and make it safe. Do not make an effort to put asbestos about the pipe as this is a slip shod way of handling the matter. Asbestos soon wears out or falls out leaving the pipe in the same hazardous condition. The best way to make it safe is to cut away the wood.

The exhaust pot of the engine also gets hot and this should be always at least SIX inches from anything combustible. Some elevators have this pot on the wooden floor of their power room, and this is unmentionably hazardous. Often the exhaust pipe runs from the exhaust pot along the wood floor of the power room to the outside, thus increasing danger of setting the floor afire. Recently the Farmers Elevator Co., Paul, Nebr., discovered that a careless employe had thrown a pair of overalls upon their exhaust pipe. They had begun to scorch when discovered. Be sure you have nothing burnable about your exhaust pipe or exhaust pot.

## Removing Wild Oats.

BY E. K. POSTLETHWAITE, MINNEAPOLIS.

The world faces a famine and all eyes are turned towards the American farmer and grain man as the solution for the great food shortage which threatens.

The President has asked each and all of us to "do our bit" towards helping the cause and he suggests that the producers of food should increase their output to the greatest possible extent, and that the users should reduce the waste to the minimum.

You, Mr. Grain Man, can greatly help your Government if your elevator is equipped to handle this crop economically.

First,—all grain should be thoroughly cleaned and separated as a mixture of grains is not as economical to handle.

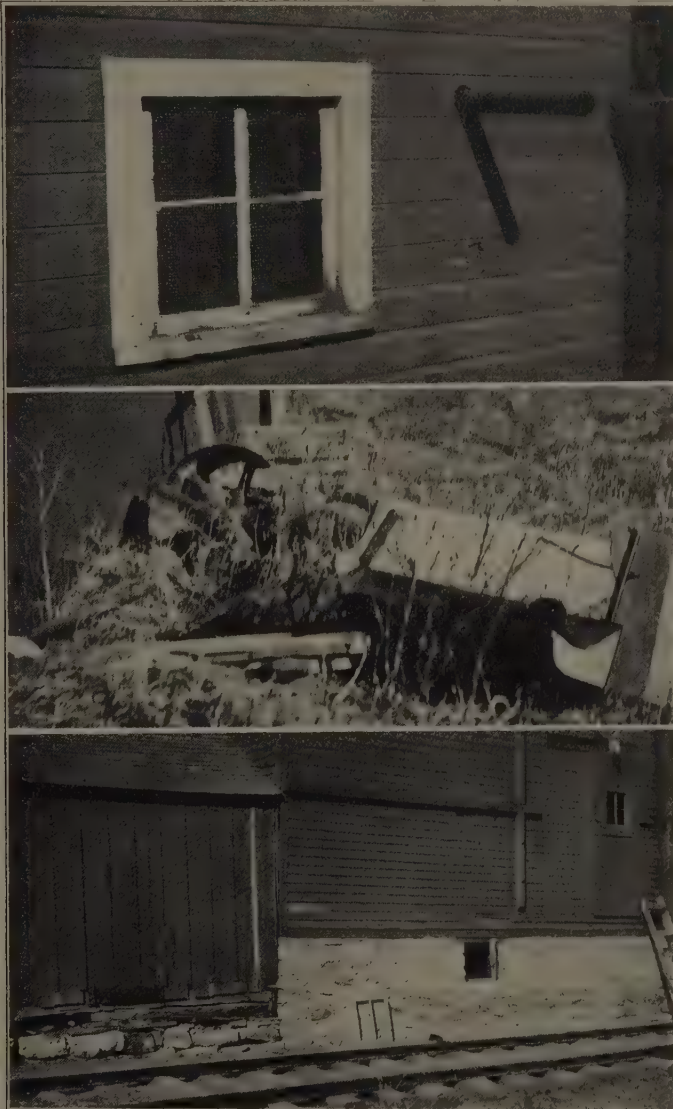
Secondly,—there should be absolutely no waste of valuable grain during the cleaning process, as waste is criminal. Wild oats in particular, require your most careful consideration, as they are very detrimental when mixed with wheat, both to the quality of flour and the quality of food.

It is quite probable that the manufacture of patent or white flour, will be very largely reduced and that whole wheat flour will be made in its stead, according to the proposal made by the Northwestern millers, for the sake of increasing the output of American mills.

It will be absolutely necessary to remove all wild oats from milling wheat where whole wheat flour is to be made, as oat hulls will be very objectionable in the flour. This means a proper equipment for separating wild oats from the wheat.

You cannot afford to sell your wheat without first separating the wild oats, and you must not waste any wheat in making this separation. This message applies to the grain men of the Southwest as well as the grain men of the Northwest, for this year in particular, will see a great many wild and tame oats mixed with the wheat in the Southwest, and the indications are that the Northwest will have more wild oats in the wheat than ever.

The direct solution for this problem of separating oats from wheat without wasting wheat is to equip your elevator with a line of modern oat separators and wheat cleaning machinery.



Exhaust Pipe of Lewistown, Neb., Elevator.  
Weeds and Junk About Rising City, Nebr., Elevator.  
Depreciation of a Lawrence, Nebr., Elevator.



## Drastic Regulation of Grain Trade.

The bill favorably reported from the Agricultural Com'te of the House of Representatives May 3 and known as House Joint Resolution No. 75 gives the Secretary of Agriculture autocratic powers whereby he may close the grain exchanges to speculation automatically without specific mention.

Physically the grain men and the exchanges will continue to exist; but for their organized authority will be substituted a government license for each individual or corporation. In other words, membership in a grain exchange will not be permission for the individual to buy and sell grain as a dealer or speculator. A speculator who assumes to buy or sell grain without a license from the government will be subject to \$5,000 fine and imprisonment for two years. The bill does not define the classes of dealers who are to be granted licenses, and it is left to the discretion of the Secretary of Agriculture to grant or to withhold licenses from any individual, or to revoke licenses. The country shipper would need a license to buy from the farmer, and all margins of profit, commissions and brokerages would be subject to limitation by the Secretary of Agriculture. To further carry out government control a supplemental bill was introduced by Chairman Lever of the Agricultural Com'te May 3 empowering the President to fix maximum and minimum prices and to regulate the grain exchanges. The joint resolution provides as follows:

### H. J. Res. 75.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That, by reason of the existence of the state of war, there is a national emergency, and it is essential for the national security and defense further to assure an adequate supply and equitable distribution of food for the Government and people of the United States and to protect them against injurious speculation, manipulations and controls affecting such supply and distribution.

Sec. 2. That it is hereby made unlawful for any person engaged in the business of manufacture, storage, or distribution of foods, food materials, feeds, seeds or fertilizers to commit or permit preventable waste or deterioration of such articles; to hoard or to hold or enter into any contract or arrangement for stocks of any such article in excess of an amount reasonably necessary to supply his individual or business requirements for reasonable time; to monopolize or attempt to monopolize, either locally or generally, any such article; to engage in any discriminatory practice or device in handling or dealing in or with any such article; to enter into any contract, arrangement or conspiracy to restrict the supply.

Sec. 3. That the Secretary of Agriculture is authorized to take such measures, to use such means, and to employ such existing or additional agencies of the Department of Agriculture, as he finds necessary, to stimulate the production and promote the conservation and utilization and to facilitate the distribution of foods and feeds.

Sec. 4. That the Secretary of Agriculture is authorized to investigate and ascertain the demand for, the supply, consumption, costs, and prices of, and the basic facts relating to the ownership, production, transportation, manufacture, storage, and distribution of foods, food materials, feeds, seeds, fertilizers, agricultural implements and machinery, and any article required in connection with the production, distribution or utilization of food. For the purposes of this section the Secretary of Agriculture, and his agents duly authorized therefor, may compel the attendance at any designated place of witnesses from any part of the United States, the giving of testimony, oral or in writing, under oath or otherwise, the production of books, letters, papers, or documents, and the submission of reports; may sign, issue and serve subpoenas; and may enter, on any business day during the usual hours of business, and place, including any structure, vessel, vehicle or other premises except a dwelling house actually occupied exclusively as such.

Sec. 5. That whenever the Secretary of Agriculture shall find that there is or may be a special need in any restricted area for seeds suitable for the production of food or feed crops, he is authorized to purchase, grow or otherwise procure such seeds, to store them, and to furnish them, by sale or otherwise, to farmers on credit or other terms at cost, including the expense of packing and transportation.

Sec. 6. That the Secretary of Agriculture may from time to time establish and promulgate standards for grade and other classification of foods, food materials, feeds, seeds, other agricultural products and fertilizers, hereafter in this section called commodities.

Sec. 7. That, from time to time, whenever the Secretary of Agriculture shall find it necessary to license the manufacture, storage or distribution of foods, food materials, and feeds, or any of them, in order to prevent uneconomical manufacture or inequitable distribution of such articles, or any of them, and shall publicly so announce, no person shall, after a date fixed in the announcement, engage in or carry on any business, specified in such announcement, of manufacture, storage or distribution of such articles or any of them, unless he shall secure and hold a license issued by the Secretary of Agriculture. For the purpose of this section the Secretary of Agriculture is authorized to prescribe such regulations governing the conduct of the business of licensees as may be necessary to prevent uneconomical manufacture and inequitable distribution of foods, food materials and feeds. In the regulations may be included requirements for systems and auditing of accounts to be kept by licensees, submission of reports by them, and the entry and inspection by the Secretary of Agriculture or his duly authorized agents of the places of business of licensees.

Whenever the Secretary of Agriculture shall find that any licensee has under contract or in stock a quantity of foods, food materials, or feeds in excess of an amount reasonably necessary to supply his individual or business requirements for a reasonable time, or that any rate, charge or practice of any licensee is unjust, unreasonable, discriminatory, or wasteful, and shall order such licensee, within a reasonable time fixed in such order, to dispose of the excess quantity of foods, food materials, or feeds so contracted for or in stock, or to discontinue any such unjust, unreasonable, discriminatory or wasteful rate, charge or practice thereafter, unless and until such order is revoked or suspended, it shall be unlawful for such licensee to hold such excess quantity of foods, food materials, or feeds, or to continue such unjust, unreasonable, discriminatory, or wasteful rate, charge or practice.

The Secretary of Agriculture may, in lieu of any such unjust, unreasonable, discriminatory, or wasteful rate, charge or practice, find what is a just, reasonable, nondiscriminatory, or economical rate, charge, or practice; and in any suit in any Federal or State court of competent jurisdiction such finding of the Secretary of Agriculture shall be prima facie evidence. Any person who, without a license issued by the Secretary of Agriculture, shall engage in or carry on any business for which a license is required under this section, or willfully violates any provision of this section or any regulation of the Secretary of Agriculture under this section, or willfully fails or refuses to comply with any order of the Secretary of Agriculture under this section, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof, be punished by a fine not exceeding \$5,000 and by imprisonment not exceeding two years.

Sec. 8. That whenever the Secretary of Agriculture or any of his duly authorized agents shall find that any lot or quantity of food in storage, in transit, or held for sale in any such condition, that the loss promptly disposed of it will become unfit for food purposes, the Secretary of Agriculture is authorized, under such regulations as he may prescribe, to make an order requiring any person having the possession or control of such lot or quantity of food to dispose of it in such practical manner as will best preserve or utilize its food value.

Sec. 9. That the Secretary of Agriculture is authorized, from time to time, to ascertain, prescribe, and give public notice of the percentages of flour which shall be derived from wheat of various classes and grades, in the milling thereof, in order to yield the maximum economical percentage of flour for human food.

Sec. 10. That whenever the Secretary of Agriculture shall ascertain and publicly announce that a specified mixture of wheat, wheat flour, or other wheat product with any other cereal or cereal flour or

other material of vegetable origin is wholesome and economically fit for food, such mixture, if marked or labeled so as plainly to disclose the kinds and relative amounts of the ingredients of the mixture, and prepared in accordance with regulations made by the Secretary of Agriculture, shall not be deemed to be adulterated or misbranded.

Sec. 16. That the sum of \$20,000,000 is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, available immediately and until expended, for carrying out the purposes of this resolution.

## Supreme Court Decision on Illinois Grain Weighing Statute.

The recent decision by the Supreme Court of Illinois granting a new trial of the suit by the Shellabarger Elevator Co. against the Illinois Central to recover for grain lost in transit practically disposes of all the legal points involved.

The court now holds:

"The provisions (of the act of 1871) that the sworn statements (of the shipper) shall be taken as true is invalid, but they were properly received in evidence."

"No objections in writing were made by the consignee to the conditions on the back of the B/L, but we regard that clause in the conditions which exempts a carrier from liability for differences in weights of grain, seed or other commodities caused by discrepancies in elevator weights as contrary to public policy."

"While the railroad company is responsible for the delivery of the number of pounds of grain received and its receipt in the B/L is evidence of the quantity received, the constitutional provision was not intended to make the B/L an absolute policy of insurance or extend the responsibility of the carrier beyond its responsibility at common law in other respects. It is bound to deliver at the destination the number of pounds of grain received, unless relieved of this obligation to deliver by the Act of God, or the public enemy or the negligence of the shipper."

"When the constitution provides that railroad companies and common carriers on railroads shall weigh or measure grain at points where it is shipped and receipt for the full amount, and be responsible for the delivery of such amount to the consignee at the place of destination the court can not say that such requirement is unreasonable or that it is class or special legislation in violation of another provision of the constitution."

While the foregoing decision is a victory for neither side the advantage rests with the grain dealer, for the court has sustained the provision of the law requiring the railroad company to weigh the grain when received. The grain men lost their contention that the shipper's affidavit is conclusive as to the amount of grain loaded; but this loss is almost entirely offset by the court holding that the shipper's affidavit is properly received in evidence.

Now, will the railroads make an immense investment in track scales at every station, or graciously condescend to use the shipper's own scales?

Certainly the grain dealer will be glad to permit the railroad company to use his scales free of charge and to permit the railroad company to make such inspection of the scales as will satisfy it the weights obtained thereon are good enough to go on the B/L as the guaranteed weight.

It is up to the railroad companies of Illinois to comply with the law by weighing the grain or pay a fine of \$100 for each refusal to weigh the grain.

GOOD ROADS propagandists from all parts of Canada and many from the United States attended the fourth annual Canadian and International Good Roads Congress at Ottawa Apr. 10 and 11, to endeavor to improve the condition of Canadian roads. Interesting articles were read and modern machinery displayed.

## A Real Novelty in Receiving Track Shed.

A decided departure from the usual arrangement and construction of track sheds is found in the four-track receiving shed of the new 2,000,000 bu. reinforced concrete elevator of Washburn-Crosby Company at Minneapolis, Minn.

The track shed, as well as the elevator itself, stands on solid rock some 30' 0" below the ground line. It consists of basement, track floor and scale floor above the tracks. Four tracks run through the shed. Each is provided with three receiving pits below the track and 2,000 bushel scale hoppers below the receiving pits. The scale hoppers are hung on suspension rods which run through the track story to the scale floor and are there fastened to the scale levers. The suspension rods are protected from interference by steel casings.

Loaded cars are spotted over the receiving pits and the empties pushed off by means of a four-drum cable car puller.

The process of receiving and weighing grain is as follows: The weighman has a ticket for each car giving the car number, amount of grain, etc., and the bin into which it is to be placed. The trackman receiving the car informs the scaleman by means of a speaking tube what car is to be unloaded. The scaleman then puts the ticket into the recording attachment on the scale and is ready to weigh. When the grain doors are opened, grain falls into the hopper below

the tracks. The hopper gate is opened permitting grain to discharge into the scale hopper. The work of unloading the car with scoops is then commenced. When all of the grain is discharged into the scale hopper the weighman is notified by signal. The load is then weighed. The car ticket having the grain weights printed thereon is sent through a pneumatic tube system to the distribution office over the storage bins from which point the distribution of grain is controlled. While the above operations are in process the weighman can observe same through an opening in the scale floor covered with plate glass.

On the scale floor level in addition to the weighing beams is located the weighmaster's office, a welfare room, a dust room, and inspector's office for testing the grain. The inspector's office is provided with specially designed skylights, shedding a uniform light. Ample ventilation and lighting is provided by a monitor for the center of the scale room. The roof and side walls are insulated with hollow tile and the concrete floor slab is floored with maple, providing a warm and dry room. Heat is supplied from a boiler plant located in the basement.

Three 36" belt conveyors located underneath the scale hoppers convey the grain to the legs which in turn elevate same to the system of distributing spouts above the storage bins.

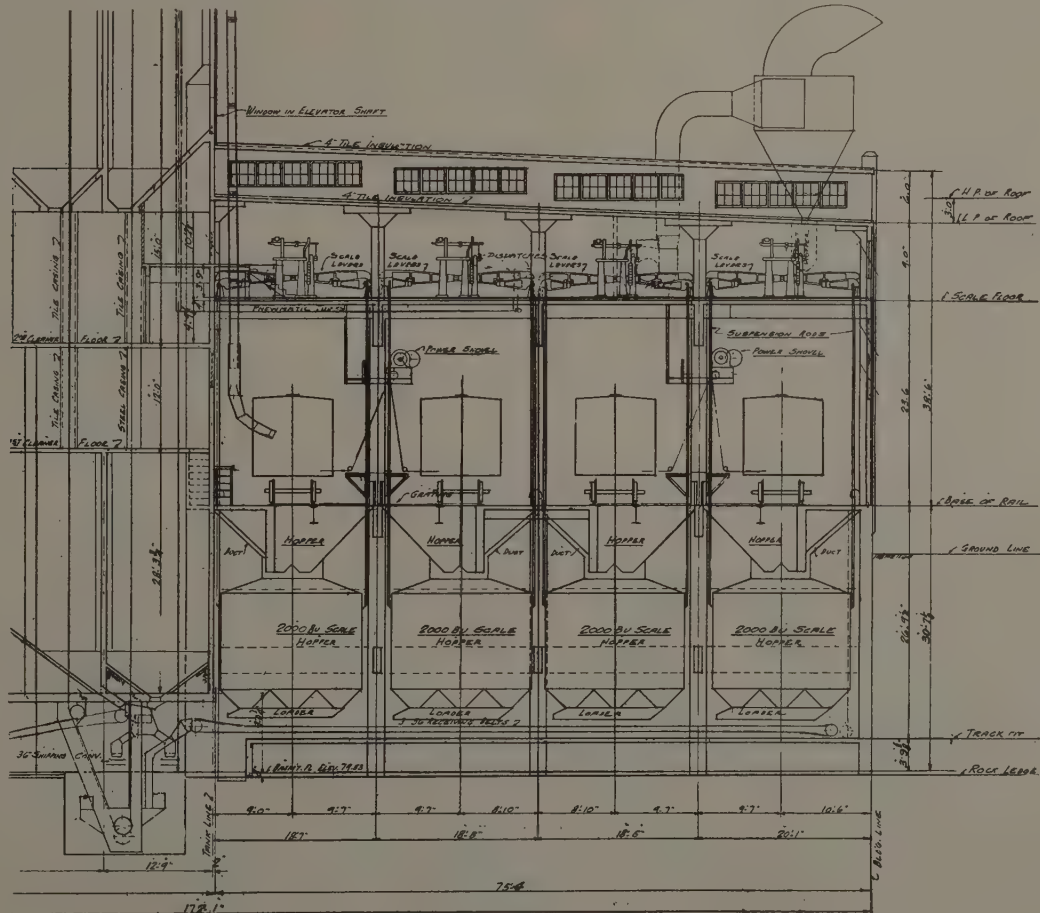
The gates in the receiving pits and in the scale hoppers are controlled with an interlocking mechanism which pre-

vents grain from being discharged to the receiving belt from more than one scale at a time and furthermore it prevents grain being discharged from the hopper into the scale when the scale already contains a charge.

The design of track receiving shed is an example of difficulties in site and foundation conditions being overcome and in fact used to advantage. The great depth of the rock ledge upon which the foundation had to rest presented the problem of an expensive foundation in the event of using the ordinary track shed type of construction, but to overcome this the scale hoppers were placed in the basement of the track shed instead of in the cupola of the elevator. Obviously this increases the safety of weighing grain and also diminishes the height of which it ordinarily has to be elevated for weighing in the cupola. This novel track shed was designed and built by James Stewart & Company Inc.

THE MINNEAPOLIS Chamber of Commerce has sent to President Wilson a telegram offering to the Federal Government all of its facilities under such commissions as may be appointed to conserve and regulate food supply. Also that the

MARINE INSURANCE rates to the United Kingdom and Bordeaux for fast armed liners average 6 per cent, while unarmed neutral ships are charged as high as 12 per cent. Rates to Mediterranean range from 12 to 17 per cent.



Novel Track Receiving Shed of Washburn-Crosby Elevator at Minneapolis.



## Elevator Leg Designed for Fire Prevention and Highest Efficiency.

Fire insurance underwriters are coming to recognize that the source of most of the fires in grain elevators is the elevating leg and owners are likely soon to have inducement offered them in the way of reduced rates for houses equipped with approved elevator legs.

The old style leg certainly is an inviting place for a fire to start. Given a wooden housing, extending in a vertical direction, with plenty of draft, concealed moving belts and buckets scraping against the boards, it is surprising that any elevator failed to burn eventually. From a mechanical standpoint the old style leg leaves much to be desired. Its buckets were half filled. Part of the grain dropped down the back leg to be churned about and re-elevated; and chokes were a perennial source of bad language and fires, as well as costly delays.

As an engineering proposition there can be but one correct size for a head pulley, for properly accomplishing a predetermined result in an elevator leg. There is only one exact speed for that size pulley for that purpose, which speed determines the exact shape of the bucket that must be used with that pulley, for complete discharge, and for maximum capacity, and also determines the spacing of such buckets on the belt for complete filling. Any change in any one of these factors or proportions; any departure from this combination breaks the system, and throws the whole into confusion, which is surely a true description of many elevator legs, even in large costly structures.

It is claimed by engineers of experience that a head pulley two and one-half feet in diameter cannot possibly elevate and discharge grain properly by centrifugal force from any known practical style of cups. A pulley 10 feet in diameter (and they are in use), would be out of proportion with the rest of the equipment, or the usual facilities of modern elevator engineering. These two head pulleys, of course, represent extremes. Somewhere between these extremes, there must be suitable diameters for efficient and economical work.

There can be only one proper diameter for a head pulley for a specified equipment, for perfect results. A slight variation from the proper diameter may make but a slight variation in its efficiency and economy. But it will be a variation nevertheless. It will be a departure from efficiency and economy. Any speed within reason will probably get some grain to the designated point. But if the speed be incorrect, much of the grain (and in many cases most of the grain), goes elsewhere. Excess of speed causes some of the grain to be trapped in the buckets (if they are of maximum capacity) by centrifugal action, and this grain is later carried by gravity down the back leg. This illustrates why excessive speed is unscientific and uneconomical. If the grain is unobstructed in discharging and falls short of the designated point, the speed is too slow and much of the grain (the proportion depending upon the extent of the error in speed) goes directly down the back leg. If the grain in discharging goes too far, the excess power to get it there depends upon how much too far it goes.

If one-quarter of the grain falls down the back leg, that one-quarter is elevated

again, 25% is added to the length and cost of the time required for the elevation, and probably some damage to the grain. Not only to the cost of power for this one elevation, but another 25% is lost on the amount thus required to be re-elevated besides the loss of time.

A cup that will perfectly discharge on an 8-foot pulley will not perfectly discharge on a 4-foot pulley and vice versa. The cup must be shaped to both the pulley and to the trajectory of the discharging grain to hold a maximum quantity and discharge clean, and each size pulley imparts a trajectory of its own. Shaping the front or outer wall of a cup to correspond to the trajectory does not mean that they can both be of the same angle, because the grain and the cup separate and each takes a different route after they pass the apex of the pulley.

The path of motion of the grain is a parabola; that of the cup is a circle, and the latter should cross the former the instant the grain is beyond its path. The outer edge of the front wall of a perfect cup will keep clear of the upper surface of the discharging grain. When the grain separates from the cup, it must have unobstructed passage in its flight, else it drops perpendicularly by gravity.

If a cup has a curved front wall, all the grain in the curved space is trapped and falls by gravity into the back leg. If the back wall is straight, it will stand at a tangent to the head pulley, which throws the front wall with it, regardless of whether the latter wall is curved or straight. To the extent of this throw, the grain next to the front wall is trapped, and later falls by gravity. In both instances such cups make two partial discharges. The first one by centrifugal force lets out all the grain that will pass free of obstruction, or all that would pass from a perfect cup. The second discharge occurs after the first has passed out and given it a clearance; it then drops by gravity down the back leg. This result can be observed at the head of any elevator leg.

To hold a maximum quantity of grain the rear wall of a cup must conform to the periphery of the pulley, else capacity is lost. The front wall must be straight and join this rear wall as far back on the pulley as possible and yet permit the discharging grain to clear the outer edge of the cup.

The requirements at the foot of the elevator are just as exacting as those at the head, the principal one being that the boot must not choke. Efficiency requires that each bucket be filled to the brim with grain, that the buckets be set close together on the belt to make the entire leg compact. Too often, in the vain endeavor to minimize the evils of chokes the leg is made twice the dimensions that the feed to the boot warrants, increasing the initial investment and making a permanent waste of power. If economy of belting ever was necessary it is more so now, when belting is so expensive.

After years of study and experience with elevator legs Thos. F. Hall of the Hall Distributor Co., has invented the Hall Special Elevator Leg, shown in the engravings herewith, to satisfy the requirements of both the underwriters and the elevator owner. This leg is not composed of separately designed head, boot and legs; but is one harmonious combination, each part accurately adapted to work with the other, forming a complete special leg.

The Hall Non-Chokable Boot, forming a part of this special leg is so simple an

invention that many will be surprised to learn that the principle is covered by patent. This principle is the narrowing down of the outlet of the spout into the elevator boot by a vertical barrier preventing the entrance of more grain until the level of the grain behind the barrier has fallen. The level of the grain behind the barrier is controlled by the spill from the overfilled cups. Normally the level is always so low that a steady flow of grain passes from the spout into the boot in front of the rising cups.

The barrier is so placed that every cup is filled heaping full, and as the cup passes the barrier, the surplus grain is spilled off and falls on the outside of the barrier. This grain falling down will hold back on the on-coming grain (the feed) until it has itself re-entered the boot and passed up again in the cups. This overflow grain, which is the first to enter the boot, tends to restore the angle of repose on the front, or outside of the barrier, and to that extent retards the inflow of the grain.

With this device, a choke by grain is impossible, for the surplus, overflowing grain is not allowed to accumulate and choke the cup belt, but instead, by unique, automatic action chokes the feed, and regulates it by natural laws with unerring accuracy.

The back of this boot is made removable and there is a wicket door in each side. The bearing boxes are of the ball and socket style, ring-oiling and dust proof, oiled from the outer end. The pulley has closed ends and does not carry grain around continually.

The automatic shaft ratchet is a valuable addition to the Hall Special Leg. It prevents the head shaft from reversing if the driving belt breaks or slips or the power is shut off.

The special Omaha Bucket supplied with the Hall Special Leg is of the well known V-shape that is used in the fastest handling elevators. The inner side of the bucket is curved to fit exactly the particular size of pulleys used, and the edge is reinforced. The straight outer edge of the bucket gives centrifugal force full play to empty the bucket clean into the chute or distributor at the head. These buckets can be set close together on the belt, giving great capacity.

The Hall Signaling Distributor completes the leg, removing the last cause of chokes, the possibility of obstructing the outlet from the head. This distributor provides an overflow for the grain when the bin is full, at the same time warning the operator.

THE MILLERS NATIONAL Federation has abandoned its plans to hold a mass convention at Hollister, Mo., May 28.

DUTIES PAID on wheat and wheat by-products between the United States and Canada since Apr. 17 are expected to be refunded. This was the date when reciprocity between the two governments was to have gone into effect, but it took several days to work out the details of the agreement.

INDIA'S WHEAT ACREAGE is 32,845,000, an increase of 8.6 per cent over last year, and the largest on record, according to the second official forecast based on reports from 98.5 per cent of the wheat area. Up to the latter part of February the season had been favorable for wheat except in the un-irrigated portions where insufficient rains were causing the crops to suffer. In the irrigated sections wheat is doing well.

## Automatic Dial Scales.

Speaking before the National Scale Men's Ass'n, A. G. Zeibel, chief scale inspector of the C. G. W. R. R., made the following statements:

There is no question but that today there is a great need for quicker weighing methods, and the automatic dial scale seems to be the means at hand. The need for more rapid weighing called for a device that would shorten the amount of labor required to weigh commodities of commerce; the automatic scale is supplying this need, and chiefly on account of its economy of operation it commends itself to all large industries and railroads where quick weighing is desired.

About ten years ago, when we first began to hear about automatic scales, I was skeptical; but as time went on and automatic scales were coming more into use, I wondered if it was just a fad for a short season or if they were going to stay with us. From the looks of things they are not only staying with us but are following us around and there is every indication that they will continue to do so. And if they do we ought to know why.

No matter how accurate a beam scale may be adjusted, the results that can be excepted from the scale depends in a large measure on the manner in which it is operated. When such operator has a large amount of weighing to do in a short time, there is grave danger that the weighing will not be performed accurately because the handling of the weights and the setting of the poise must be performed by the operator who, in addition to these labors must carefully read and record hanger and poise weights and make the necessary addition to obtain the correct total. With the dial scale the weight is secured automatically, the human equation being eliminated insofar as the manipulation of the machine is concerned; hence the weigher's time can be given solely to the reading and recording of the weights.

Since it is an assured fact that automatic scales have come to stay, it follows that their scope of usefulness will be enlarged.

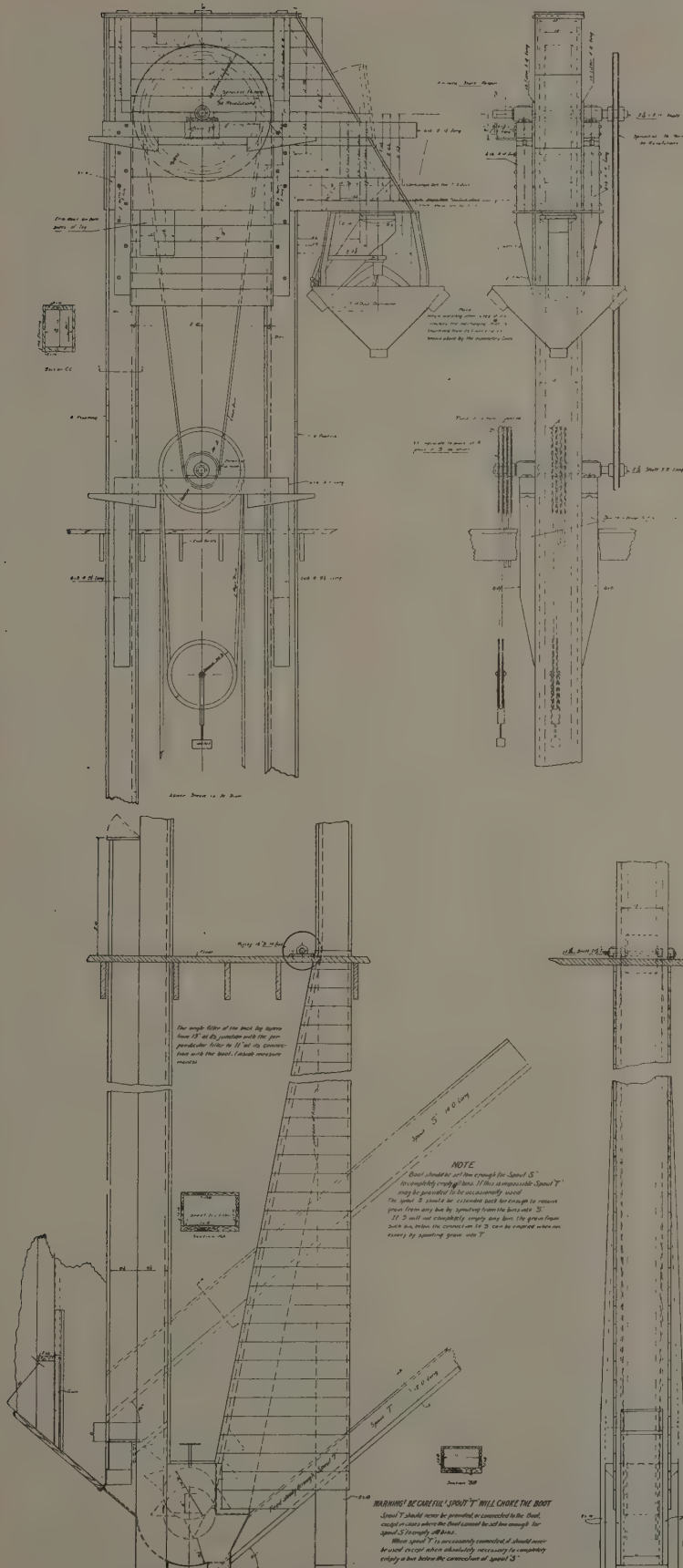
Coming from the chief of the scale department of a railroad, those statements are surprising; but it merely shows that the men in position to know the value of a scale are not so opposed to automatic scales as their superiors.

The last paragraph quoted is logical. The grain trade has the automatic grain scale, and sooner or later the portable and dormant automatic dial scales will find their way into the elevators, feed and seed stores. Already they are in the flour mills. The elimination of the human factor is desirable because man is prone to make errors. With the automatic scale all that is necessary is to read the weight indicated by the pointer. But the real appeal is in the preventing of errors resulting from hurried operation of the scale, and the money saved in time of operation. Where a retail business in feed or sacked grain is done, the automatic scale will be found an economical weighing machine.

THE HAY crop of California in 1916 was 20 per cent less than in 1915, and the shortage now is acute. In San Francisco it is selling for \$33 per ton, and is expected to reach still higher figures before the new crop is marketed.

## Books Received

RICE IN THE AMERICAS gives a history of the cultivation of rice and describes conditions under which it is best cultivated, showing methods of sowing, cultivation and harvesting. Methods of threshing and preparation for food are described, and the value of the rice crop in different countries on the American continent is stated. A reprint from the February, 1917, bulletin of Pan American Union, by the Government Printing Office, Washington, D. C.



Cross and Longitudinal Sections of Hall Special Elevator Leg.  
[For description see facing page.]



### 60,000 Bu. Cleaning Elevator at Sherwood, N. Dak.

The Farmers Co-op Elevator Co., of Sherwood, N. Dak., about one year ago decided and voted to build a complete new elevator and instructed their manager, Mr. A. A. Lane, who is President of the State Grain Dealers Ass'n of N. Dak., to learn what would meet the requirements of the large business at that station.

Mr. Lane was for several years Secretary of the Ass'n and traveled extensively over the State. This work put him in position to know a good elevator. He made notes as to equipments and arrangements of the different elevators he visited, as well as looked into the reputations of different builders, their style and design of houses, as well as workmanship and materials furnished. Mr. Lane did not write to every elevator builder, getting a large number of contractors on the ground, instead he wrote one builder to look over the site, and talk over the arrangements his company desired.

He got costs on different machinery, equipment, number of bins, kind of construction and everything in general that would be in keeping with a good house. After getting this, he had plans and specifications made up covering a plant which was thoroughly modern. The Board of Directors decided to let the contract on plans and specifications as drawn. The house was built and has proven a big success.

The house is both a receiving and cleaning plant. Last year's crop was a severe test for it. Every one familiar with what was grown in N. Dak. last year will know that it was a hard proposition to handle this light grain over cleaning machines. The equipment as it was installed, enabled the operators to handle this grain so that there was a big profit in the cleaning. The general equipment of the plant is as follows:

The house with 23 bins has 50,000 bus. actual capacity. The reinforced slab foundation under the house is 18 inches thick. On top of this slab, which is reinforced with steel, the walls are 18 inches high. The cribbing comes down on top of these walls, setting on mudsills. These mudsills are coated with creosoting on all four sides and end.

The work room is in the form of a maltese cross. It contains one 100-bu. Howe hopper scale with a compound beam which is sunk in the floor so that the top extends out over the floor about

three feet. This enables the operator to draw from any bin in the house to said hopper. This hopper is equipped on the underside to deliver to two different pits, at the same time, or independent of each other as the operator may desire. To the left of this hopper is a Bank flax machine. The seed drawn from this machine is run to the different legs and delivered to the bins classified. A No. 60 cleaner was placed on the work floor with spouting from twelve different bins. This cleaner is used for scalping the grain as it is received. The repeat leg was taken off this cleaner giving the cleaner more capacity. The product that this repeat leg handled was delivered direct to a leg carrying the tailings from the machine. These tailings were delivered to a bin directly over a 7 apron Richardson Oat Separator. The repeat leg that was taken off the other cleaner was placed to work in connection with the oat separator, so that the oats when separated from the Richardson machine can be delivered direct into the 100 bu. hopper on the floor, weighed and delivered either to the cars or screening bin as desired. Both the clean product and the other separations from the No. 60 cleaner and the 7 apron Richardson are delivered to different cleaning legs placed at the back of the house with four cleaning legs in the rear of the workfloor, one for clean products from the different machines, one for seed, one for oats and one for the tailings and screenings.

At the front of the house are two legs, one for receiving grain from the driveway with a 14 inch bucket and another with a 12 inch bucket. These legs can be operated as one or independent of each other. The pit at the back of the leg and the front being equipped with triple slides enables the operator to use the pit as one or independent of the other and still makes the pits clean out. This feature is great in making speed by using both legs at once. These legs are used for shipping purposes also. This gives the house one leg with 14 inch buckets, one leg with 12 inch buckets, one leg with 10x5½ inch buckets, one leg with 9 inch buckets, one leg with 8 inch buckets and one leg with 6 inch buckets.

A spiral mustard machine hangs underneath two of the overhead bins. This makes a separation on the seed delivered from the main machine, taking the mustard and delivering it to sacks strictly clean. This cleaning unit is driven with a motor from the workfloor. Each ma-

chine is driven directly from a clutch on a line shaft, enabling the operator to run one or all of the machines at the same time.

At the top of the house on the second floor of the cupola the legs are driven by motors. Two 10 HP, one 7½ HP, one 5 HP General Electric motors drive direct to the different legs. These motors are all encased in fireproof housing to meet the Underwriters' specifications. The wires leading to these motors are in conduit.

The two main receiving legs are equipped with the Ibberson double distributor, which is a great advantage over the old system of receiving grain from two legs, which enables the operator to deliver to the same bin from both legs at the same time. One distributor does not interfere with the other and half the spouting only is necessary in using this system compared with the old way.

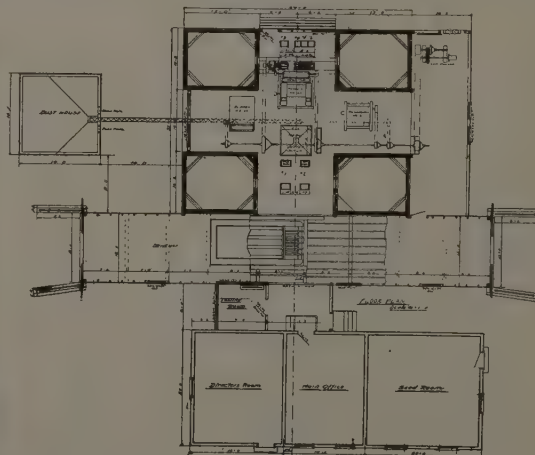
On the first floor of the cupola is an automatic scale for weighing out purposes. Two direct spouts lead from the head to the car so that the two cars may be loaded at the same time.

All bins are hoppers and equipped with cast iron overhead and side bin turn-heads, in connection with steel transfer spouts on the work floor. Each bin is equipped with the Ibberson electric bin alarm system, which registers on a switch board fastened near the leg on the workfloor. This alarm also works a bell in the office.

A 16 foot full platform Fairbanks dump scale is in the driveway. This dump is equipped with the Lane patented grating for a door. It eliminates the necessity of having to open the heavy door to the receiving sink every time a load is dumped. Driving onto the scale this hole has every appearance of being closed, but when you get on the other side of the grating and look towards the opening it is open and gives easy access for the grain as it is dumped from the wagon to the pit. This is a big labor saver as well as time saver in unloading from the wagon. It will be noted on the floor plan that there is room for one team in the driveway while one team is on the scale being weighed, another feature which adds to speed for unloading. The beam from this dump scale leads into a special scale and testing room, having a front and side of glass, which enables the weigher to see out into the driveway from any angle. This is equipped with a kicker and testing table.



New 60,000-bu. Cleaning Elevtr. of Farmers Elevtr. Co. at Sherwood, N. D.



Office and Floor Plan of Farmers Elevator, Sherwood, N. D.

A car mover with 6 car capacity is placed in an independent room at the side of the elevator being driven from a motor on the workfloor.

The screenings from the cleaning machine are delivered to a screening house set to one side of the elevator and spouted direct from the head. Materials when shipped or delivered to the feed mill to be ground are drawn back into the elevator thru a screw conveyor.

A large office 16x20, fully equipped with modern office equipment adjoins. It contains a vault of fireproof material.

A Howe Coal Scale on the outside of this office has its beam built into an alcove window, so that operator may weigh from the inside. This scale is equipped so that when teams drive on to the scale it will ring a bell in the elevator as well as in the office to notify the operators.

Leading from the public office is a Directors Room 16x20 and to the right a Seed Room for small sacks of seed. This seed room is 24x20. The entire plant is covered with galvanized iron to get the minimum insurance rate.

The house is fully lighted by incandescent electric lights, all wiring being incased in conduit, both for power and light.

All the legs in the elevator are equipped with back stops.

Power is furnished by the City Light & Power Co., who enlarged their plant at the time the Sherwood people built this elevator, to assure them of ample power. All boots are the Ibberson non-chokable boot.

In the rear of the main elevator is a feed mill with 6 bins. Three of these bins are directly over the feed mill and are set thru a direct spout from the head which delivers from any bin in the elevator to said three bins. Directly in front of the mill are placed three service bins, which will take care of three different grists at the same time. A large sized feed mill is driven with a 20 HP motor. This feed mill was equipped with a leg for delivering the materials from the feed mill to the service bins. A small driveway is placed at the end of the feed mill for loading out.

To the east of this plant 50 feet is a complete elevator for handling bonded grain. It is built in keeping with the laws as required. It is equipped with a leg, a full platform dump scale, a 5 HP motor for driving the leg, direct shipping spout, two bins as required by law and a complete unit in itself. This company handles a great amount of bonded grain thru this little elevator.

The approach to the main elevator as well as the exit are supported by a concrete retaining wall with dirt filled. Iron pipe railing was built into the retaining wall. The driveway is low and gives easy access to the elevator.

The house is equipped for handling grain from the track. Seed and such materials are shipped in in carload quantities, unloaded and delivered to the different bins by a leg at the rear of the house. Mr. Lane keeps two assistants the year around. This plant was designed and built by T. E. Ibberson.

## Small Per Cent of Grain Used for Alcohol.

The liquor interests have recently issued statements refuting the charges that 640,000,000 bushels of grain are used annually in this country for the manufacture of alcoholic beverages. Statistics issued at the solicitation of the brewers by Leon M. Estabrook, chief of the Bureau of Crop Estimates, show that in 1916 the amount of grain used in the manufacture of beer was 65,000,000 bus., as follows: barley, 48,000,000 bus., corn, 15,000,000, and rice 2,000,000 bushels. During the same year the distilleries used 39,748,892 bus. of grain. It is pointed out that barley is used to very little extent in this country for food, and the quality of corn used by distilleries is very low. After its use, the grain is returned to farmers for feed, the heating process to which it is subjected greatly enhancing its value as a stock food.

A large amount of alcohol is used in munitions manufacture, besides the amount used for drug and medicinal purposes. The present high price will force upon the market the stored liquors,

and this will reduce materially the grain used for manufacture.

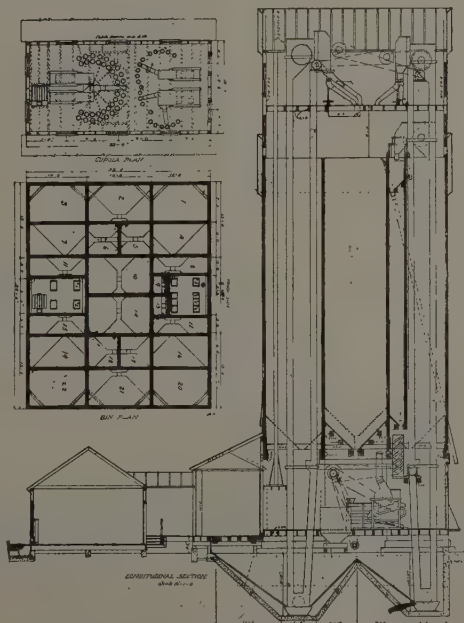
## Suit Against State Warehouse Commission.

Altho the Supreme Court of Washington recently decided against the Northern Grain & Warehouse Co., in its suit to recover the value of grain converted by A. E. Nichols, operating grain warehouses at Adrian, Wilson Creek and Wheeler, Wash., the adverse decision was due to starting the suit after the time limit allowed for suits of the kind.

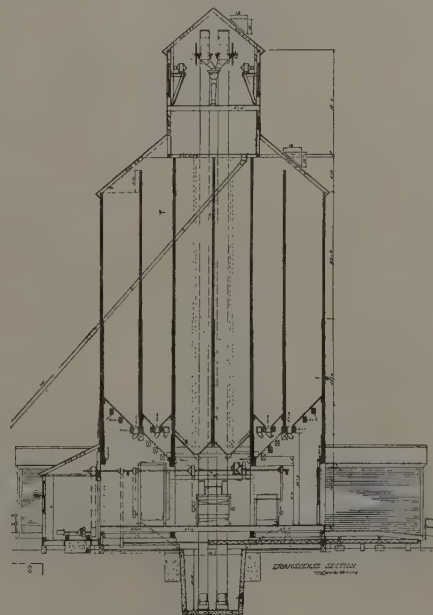
C. J. Holst, chief grain inspector, and the three members of the Public Service Commission, as well as surety companies, were the defendants, plaintiff alleging that the state officers negligently issued licenses to Nichols without obtaining a bond from Nichols to guarantee delivery of grain on warehouse certificates issued by him. The court said:

Whatever may be the relation of public officials to the government they serve, in seeking to enforce liability against them because of their dereliction of duty, such liability is not based upon breach of an express or implied contract, but arises, if at all, out of the tort embraced within the neglect or failure giving rise to the injury complained of just as an action by a passenger against a common carrier for injuries in a sense grows out of the breach of an implied contract to safely carry. The direct liability sought to be enforced does not arise out of the failure of the respondent officials to exact a bond from Nichols. That failure would not have injured appellant had Nichols delivered the wheat called for by its receipts or been able to pay its value. It was the failure of Nichols either to deliver the wheat or pay its value that directly caused appellant's loss, a loss which it might have recouped itself for by an action upon the bond, had respondent officials exacted one. But the failure to give a bond was not the cause of Nichols' inability to respond to appellant's demand, and hence, while appellant might have ultimately recompensed itself from the bond given, it was not the failure to give a bond that directly occasioned its loss. The direct cause of appellant's loss was the default of Nichols, and not the default of respondents.

Because of the nature and importance of the case, we have gone into the contentions of appellant somewhat extensively, resulting in our firm conviction that the two rather than the three year statute applies, and the action is barred. 163 Pac. Rep. 775.



Longitudinal Section and Bin Plan Farmers Elevator at Sherwood, N. D.



Transverse Section Plan Farmers Elevator, Sherwood, N. D.



## Seeds

SUFFOLK, VA.—Pinner & Co. have opened a wholesale and retail store for field and garden seeds.

MISSOULA, MONT.—The Seavey-Bailey Seed Co. has recently incorporated to do a wholesale and retail business.

NEVADA, IA.—A branch seed corn store will be established by the G. D. Sutton Co., with L. K. Ellsberry in charge.

SHENANDOAH, IA.—The Ratekin's Seed Co. has recently incorporated for \$50,000 to handle a general line of field and garden seeds, specializing in seed corn.

THE DEPARTMENT of Agriculture will ask Congress for money to distribute seeds in localities where they are scarce, and a com'te will be appointed to meet the shortages.

COLUMBUS, O., May 1.—Clover seeding was ahead of last year, and shows a 98% average sown, compared with 91% last year.—N. E. Shaw, sec'y State Board of Agriculture.

WATERLOO, NEB.—Apparently all crops of clover, alsike, and alfalfa are dead, timothy is seriously injured; but bluegrass has apparently gone thru in very good shape.—J. C. Robinson Seed Co.

FORT SMITH, ARK., May 2.—Large increase in acreage of seed crops in this section, but only corn, soy beans, velvet beans, and whippoorwill stock peas are raised here for market.—Arthur G. Lee.

THE JOHN H. ALLEN Seed Co. of Sheboygan, Wis., has been incorporated under the laws of Washington, with a capital of \$280,000. E. P. Parmalee, W. B. Lucas and A. L. Sommers are the incorporators.

SEED WHEAT in Colorado will be sold to farmers at the price paid last fall, by the Colorado Milling & Elevator Co. The firm waives all profits and carrying charges in the interest of increased production.

EVANSVILLE, IND.—Keith Bros., elevator owners at Albright Station, Daviess county, waived their wholesale policy on May 1, 2 and 3 and retailed seed to assist in relieving the seed shortage in the country.—C.

KENTLAND, IND.—A modern seed corn plant of 30,000 bus. capacity will be erected by the Ainsworth Seed Corn Co. to be ready for the next crop. The owners of this company also have a large plant at Mason City, Ill.

FREE SEED distribution is provided for in a bill introduced into the House April 11 by Representative Cox of Indiana. The bill provides for an appropriation of \$5,000,000 to the Department of Agriculture for this purpose.

TIMBER LAKE, S. D., Apr. 27.—A large crop of flaxseed will be put in here if sufficient seed is to be had. Have sold 400 bus. of seed flax and could use 200 bus. more if I had it.—J. B. Behrends, mgr. Farmers & Merchants Mill Co., Inc.

SHERMAN, TEX.—Bids on the erection of a seed plant have been asked for by the Ferguson Seed Farms, the plant to have a capacity of 700 to 1200 bus. Ear corn and seeds will be received both from wagon and from cars. The probable dimensions of the plant will be 150x75 ft., 3 stories high, and must be completed by August.

WARNINGS that traveling salesmen of so-called Wisconsin pedigreed seeds and possibly other seeds should be dealt with carefully, have been sent to farmers by the Minnesota Crop Improvement Ass'n.

CIMARRON, KANS.—C. C. Isley, operator of a line of 7 elevators in Kansas, has offered the free use of his elevators to the state for the distribution of seed wheat and will assist financially the wheat growers in the localities surrounding his elevators. He states that seed wheat of good germinable value is scarce.

COLUMBIA, Mo., May 5.—Much old clover is dead, new clover generally good, average condition 77.1. Reports on timothy show condition of 85.2 with prospects for rapid improvement since the rains. Condition of alfalfa is 88, but a considerable acreage was winter killed.—W. L. Nelson, ass't sec'y of state Board of Agriculture.

EVANSVILLE, IND.—Henry F. Graf, of the Ohio Valley Seed Co. of this city, forecasts that the increased demand and the insufficient supply will cause the prices of all kinds of seeds to jump sky high next season. Seed growers and dealers will have to pay the farmer much more money to cause him to plant seed and in the face of those conditions, the dealers, both wholesale and retail, will have to increase their prices accordingly.—C.

THE NEBRASKA legislature is considering a bill which provides that the state food commission shall test seed free of charge for any resident of the state who furnishes a sample for the purpose. This eliminates the 50 cent fee now in force. Full value shall be paid for all samples taken for testing by the inspector. Seeds containing not more than 1 in 10,000 of weed seeds will be considered pure. Should there be more than 2% of weed seed, computed by weight, it must be plainly shown on the container, and if 5%, the seeds will be considered adulterated. Flax is omitted from the list of agricultural seeds covered by the act. All farmers who sell or deliver seeds raised by themselves are exempt from its provisions.

A BILL to prevent the sale or transportation of adulterated or misbranded seeds has been introduced into the House of Representatives by Mr. Byrne of So. Carolina. It defines seeds to include all seeds intended for seeding purposes, and they are to be considered adulterated if they contain dead seeds, weed seeds, or other substance materially reducing their planting value. Misbranding is defined as: (a) Offering one variety under the name of another, (b) incorrect weight or measure. No dealer is to be prosecuted under this law if he holds a guarantee signed by the party from whom he purchased the seeds. The name of the guarantor must appear on the guarantee, and he then becomes responsible for the contents of the package.

### Testing Seed Corn Free.

The Woodbury-Elliott Grain Co. of Muncie, Ind., has communicated with the secretary of the county farmers bureau, offering to test seed corn free for all farmers bringing seed in. This company has also offered to sell certain garden seed at half price to children who bring certificates from their teachers saying they are doing gardening, and will give the seed free to those bringing an order from the Associated Charities saying they are unable to pay for it.

### From the Seed Trade.

MARQUETTE, NEB., Apr. 26.—Some fields of alfalfa are entirely dead, and all of the fall seeding is dead. There will be a good demand for alfalfa seed this fall. Farmers are sowing considerable millet this spring. I am sowing 30 acres of it, as I think hay will be high. I have been having a good seed trade for alfalfa, having sold my entire stock and will have to buy more seed.—E. G. Raymers.

CLOVER SEED is very active. Surprising is the large amount of trade in clover at this time of year. Old timers in the business say it beats their time. Usually nobody is interested in prices for the next season before the current season is finished. Not so now. From the action of the market many are intensely interested. Old crop season ended suddenly. Toledo stocks were not needed. This furnishes a nice background for the new futures. We figure about 20,000 bags left over, mostly prime. Stocks in other positions probably equal a year ago. If anything happens to the next crop the old seed carried over would prove to be a drop in the bucket.—J. F. Zahm & Co.

CLOVER SEED is a guess on the new crop. Bad spots do the buying. Good spots are quiet. October and December mean the new crop. There is always some shortage on them at this season. It is much smaller than usual. Sellers are mostly hedgers who have old seed and who are tempted by the big premium on new over the old. Some think the price is high: It is above an average but so is everything else. Prices will continue to fluctuate as the speculative demand varies. Trade is moderate, making market sensitive. Buy on breaks. Realize on bulges. Don't expect any decisive action until later. Crop west has suffered. Crop near Toledo has fair chance. Stocks of old seed are liberal. Nearly all of the March corpse is still here. It looks like nearly 20,000 bags of prime. Investors have it.—C. A. King & Co.

EVANSVILLE, IND., May 3.—Red clover: From close observation, we find that clover seed in the vicinity of Evansville is looking exceptionally well. There will be some reduction in the acreage, however. The timothy meadows in this vicinity are not cut for seed. The meadows this season did not winter well, as the extremely cold weather, without snow, did a great deal of damage. Reports indicate that the Illinois crop of timothy will be materially shortened this season, account of freeze-outs, and the meadows being ploughed up for corn. Red top is raised on poor soil, which has not sufficient vitality to produce a crop of corn. Red top can withstand very severe weather; therefore, came thru the winter looking well and we look for an average crop. The orchard grass meadows are not looking so well, having been damaged to a certain extent by the weather. With the scarcity of stock, we look for an average crop of blue grass. Business with us has been very satisfactory.—W. H. Small & Co.

TOLEDO, O.—Talk of abandoned clover acreage and a big plow-up for corn planting has caused a firm feeling in seed. Futures in demand at record high prices, around \$12.00 at the top. Advances followed by profit-taking, but support in evidence on set-backs. Toledo has a liberal carry-over of old seed; larger than usual, but it is in strong hands. Holders are confident that it will find a good de-

mand at high prices. Interior points are well cleaned out, from all reports. The fact that the market ruled strong and advanced despite the light shipments and large local supplies, is evidence of the strong feeling that the 1917 yield will be only moderate at best, and that all seed will be in good demand thruout the season. Timothy strong. Prices at times above \$4.00 for September. Leading timothy sections sending reports of timothy fields winter-killed and plowed up for corn planting. Widespread investment buying and good support on declines.—Southworth & Co.

## Flaxseed Movement in April.

Receipts and shipments of flaxseed at the various markets during April, 1917, compared with April, 1916, were in bushels, as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
New York	784,540	.....	.....	.....
Minneapolis	383,840	485,880	49,810	12,120
Winnipeg	380,000	431,250	.....	.....
Chicago	39,000	38,000	1,000	1,000
Milwaukee	13,310	14,300	.....	76,538

## Clover Seed Movement in April.

Receipts and shipments of clover seed in the various markets in April, 1917, compared with April, 1916, were in bushels, as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Milwaukee (lbs.)	834,115	2,19,148	65,619	550,750
Chicago (lbs.)	798,000	974,000	1,636,000	1,481,000
Toledo (bags)	4,538	2,235	8,176	23,820
Cincinnati (bags)	1,087	2,951	4,622	4,182
*New York (bags)	2,875	.....	.....	.....
*Includes timothy and alfalfa seed.				

## Timothy Seed Movement in April.

Receipts and shipments of timothy seed at the various markets in April, 1917, compared with April, 1916, were as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Chicago (lbs.)	3,367,000	1,019,000	4,321,000	2,715,000
Milwaukee (lbs.)	733,070	171,050	687,048	182,350
Toledo (bags)	3,704	324	5,563	9,137
Cincinnati (bags)	734	103	2,502	2,980

A CARGO of Canadian wheat was reported May 1 to be billed from Fort William to Chicago, the first since the duty was raised.

THE INDIAN wheat acreage this year is placed at 32,845,000 acres, the largest on record and about 2,000,000 acres more than last year. Outlook is excellent, and it is expected more wheat will be available for export than last year.

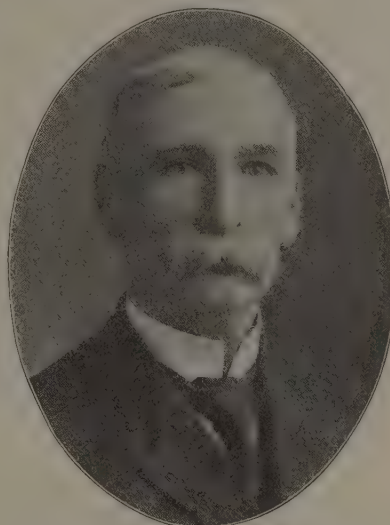
TRESPASSERS on railroad property at Youngstown, O., have been sentenced to work ten days each at the freight house of the Erie R. R., and fined \$5 each and costs, the fine to be remitted if the offender works in a satisfactory manner. The men will receive \$2.20 for ten hours work.

WHEAT is the most important food to give a starving people, says Robinson Smith, who has been associated with the Commission for Relief of Belgium. "It is cheap to purchase, cheap to transport, easy to discharge. Its calorific value is high, it is well balanced as between protein and carbohydrates, needing only fats such as thinly spread butter to make a balanced ration; as flour it preserves well, and its by products are valuable for cattle."

## New Chief Grain Inspector in Minnesota.

Geo. H. Tunell, for six years chief deputy grain inspector, has been promoted to chief grain inspector of Minnesota.

The promotion of Mr. Tunell is the result of many long years of faithful service. Raised on a farm near Albert Lea, Minn., he began buying grain at a country elevator when but 22 years of age, continuing in this capacity for 11 years. In 1889, when he was 31 years of age, Mr. Tunell was appointed as an inspector in the Minnesota inspection department. From that position he soon rose to be first assistant, chief deputy, and then, in 1911, he was made chief deputy. His



Geo. H. Tunell, St. Paul, Minn., Minnesota Chief Grain Inspector.

present promotion comes as a fitting climax to a life devoted to grain inspection. A portrait of Mr. Tunell is given herewith.

BRITAIN has ordered that beginning May 9 all maize, barley and oats are to be used only for human and animal food. THE DAILY FLOUR ration of Sweden has been reduced, and the feeding of bread grains to animals has been forbidden. Cornmeal sold in Stockholm in April for 24 cents per pound.

TEN MILLION DOLLARS for the purchase of fertilizers has been voted by Congress. The resolution authorizes the President to make the purchases, mostly nitrates, from Chile and to sell the fertilizer to farmers at cost. The nitrates have risen in price from \$45 to \$90 and \$100 per ton since the war began, but it was asserted in the Senate that the government could sell it at not more than \$65 per ton.

J. N. BEASLEY, pres. of the Texas Grain Dealers Ass'n, in a recent letter to members said: We should do all in our power to allay this great fear of starvation, which seems to have possessed our people, and we should impress upon them the fact that we still have bread enough and to spare until our new crop comes in and that by doing our duty and by practicing economy we will have plenty next year and the next to feed ourselves and to divide with our brothers in arms, fighting for liberty, which had its birth at Lexington.

## Federal Investigation of Grain Prices.

Another investigation of grain prices on the Chicago Board of Trade by a Federal grand jury has been begun to ascertain whether recent price advances were caused by market manipulation or by supply and demand. Thirty-five subpoenas were issued to compel brokers to show their books containing the trades of six traders on the Board, the names of these operators not being made public.

Chas. B. Pierce, pres. of Bartlett, Frazier & Co.; Frederick D. Countiss of S. B. Chapin & Co., and Peter S. Goodman of Clement, Curtis & Co. were among the brokers called, and H. J. Costello and Chas. Hegwein, supervisors of grain inspection of the state grain commission, were also called. John P. Gibbons, chief grain inspector, was subpoenaed to appear before the jury with all of his books and records. It is said that subpoenas will also be issued for a number of country shippers thruout the Chicago district to determine what effect the car shortage has had on grain prices and shipments.

FOR FAILURE to deliver a telegram, the Western Union Telegraf Co. was ordered to pay a judgment of 51 cents to the Turon Mill & Elevator Co. of Hutchinson, Kan. The mill company brot suit for \$1.50.

TO DETECT ADULTERATION of manila rope with a sisal hemp a simple staining test has been devised by a chemist of the Bureau of Standards at Washington, D. C., which promises a sure and ready means for detecting the admixture of cheap sisal, impossible to detect with the microscope.

A BILL was introduced in the house Apr. 27 by Representative Sabath of Illinois to prevent the manipulation of prices on necessities of life. The bill provides for a fine of \$10,000 or imprisonment for 3 years of any person or firm which attempts to create fictitious prices on goods, and in addition provides for confiscation of goods on which an attempt has been made to fix fictitious prices.

EXPANSION or contraction of concrete has been studied by the United States Bureau of Standards, showing that the commonly accepted opinion is erroneous. During the winter and spring there is an expansion of the concrete caused by increase of moisture content and in summer marked contraction caused by loss of moisture. If this reasoning is correct a concrete impervious to moisture would show no expansion.

A CONCRETE HARDENER developed by experiments made by the United States Bureau of Standards is composed of 4 per cent of calcium chloride added to the mixing water. The effect is to increase the strength of the concrete at the age of one day 100 per cent or more. In some cases the strength of the concrete in which the calcium chloride was used at the age of two days equaled 75 per cent of the strength normally attained in one month.

CUTTING A NOTCH in the lower side of the spout into which the spout valve may enter makes it possible to close a spout so that no kernels of grain can leak thru. The valve should be given a V-shape to enter into the notch. Otherwise when the spout gets worn or a foreign substance gets under the valve the flow of grain is with difficulty shut off.



## Electric Motors or Oil Engine for the Elevator?

BY E. K. STODDARD, DES MOINES.

To the average grain dealer who is either rebuilding his old elevator or building a new one, the power question is often a perplexing one, due chiefly to the fact that he has no definite knowledge of the cost of operating an oil engine or an electric motor. Usually he has had experience with a gasoline engine and may know the approximate cost of operating it, but wishes to consider the installation of electric motors on account of the greater convenience.

We find invariably that the owner of an oil engine is very well satisfied with its cost of operation, but this quite often is not the case where electric motors have been installed. This dissatisfaction may be due to the fact that the electric rate is too high or it may be due to lack of foresight in selecting the proper sizes of motors to furnish the most economical power.

A little study of the accompanying chart will no doubt, give a better idea of the actual cost of operating a motor or an oil engine than I could give by tables of figures. This chart also answers many questions which are usually asked.

Possibly I should state in beginning, that an oil engine is rated in horse power, and the quantity of fuel used per hour is based on the brake horse power, or in other words, the actual horse power delivered to the belt. I will only refer to the oil engine as the present cost of gasoline is so high compared with the price of kerosene that no one would consider at this time the installation of a strictly gasoline engine. The same rating is also applied to the electric motor, but in the purchase of electric current the price is quoted as the amount which passes through the meter and at a certain price per kilowatt (K. W.). In other words you pay on a basis of what goes into the motor while you are directly interested in the amount of power that is delivered to the belt.

To make a comparison of the cost of operating the engine and the motor, we must reduce the K. W. passing through the meter to horse power delivered to the belt by taking into consideration the efficiency of the motor at various loads. A K. W. is 1000 watts and a horse power is equal to 746 watts or approximately  $\frac{3}{4}$  K. W. From this you will understand that in buying a motor you are interested in purchasing one which shows a high efficiency.

In the chart I have shown the actual costs per hour of operating 5 HP, 10 HP, 15 HP, 20 HP and 25 HP electric motors under all loads, also the cost per hour of operating the ordinary type of four cycle electric ignition oil engine as built by many manufacturers and also the improved two cycle semi-diesel type "Y" oil engine. To avoid getting the chart so full of lines as to become confusing I have only shown the engines in the 25 HP size.

The vertical lines you will note, represent the horse power developed at the belt and the horizontal lines the cost per hour. The costs are figured on a basis of electricity at 5c per K. W. for motors and kerosene at 8c per gallon for the oil engine. Electricity at other rates would show different actual costs but the comparison between the different motors as shown by this chart would remain the same.

**COST OF ELECTRIC POWER.**—To find the cost of operating any of these sizes of motors at any load it is only necessary to follow the horse power curves, which are the diagonal lines, for the particular size of motor, until it intersects the vertical lines which represent the horse power developed. The horizontal line (the cost line) intersecting at this point shows the cost per hour for that particular condition.

For example, if we wish to know what it will cost to operate a 5 HP motor when delivering 5 HP to the belt, we follow the 5 HP curve, which is the shortest motor curve, until it intersects the second heavy vertical line, representing a 5 HP load and you will note that the cost is 21½c per hour. Similarly if we wish to know the cost of operating a 25 HP motor delivering 5 HP to the belt, we follow the 25 HP curve, the longest one, until it intersects the same vertical line, and the cost is 28c per hour. From this you will note that it cost 6c per hour more to run a 25 HP motor developing 5 HP than it does to do the same amount of work with a 5 HP motor. Also note that the cost of operating a 10 HP motor developing 5 HP is only slightly greater, less than 1c per hour more than the cost of the 5 HP motor. As the cost is slight it is advisable to have a little excess power than not enough and I am drawing your attention to this so that you will not get the impression that you should take chances on too small a motor instead of getting one or two horse power extra. A line representing a 7½ HP motor would lie between the 5 HP and 10 HP lines and was omitted as it would make the chart less distinct.

By noting the rapid descent of the horse power curves from the cost at full loads, it will answer the question we are so often asked, "Does it cost as much to run a motor on a light load as it does on a heavy load?" The curve drops rapidly which shows that within certain limits the cost is almost in proportion to the power developed. The cost, however, is not in exact proportion to the load and especially when delivering less than half of its rating as the efficiency of the motor or engine is lower on light loads. On light loads the motor shows an advantage in this respect over the engine. A well designed motor should show its highest efficiency at from  $\frac{1}{4}$  load to full load, as a motor is more likely to be operated within this range. The efficiency drops off only slightly down to half load, and below this it begins to drop off more rapidly and especially below  $\frac{1}{4}$  load.

I pointed out before the comparative costs of operating a 5 HP motor developing 5 HP and a 25 HP motor developing 25 HP as this seems quite a common condition in the average country elevator. From 5 to 7½ HP is usually required for elevating grain with a single leg, and a sheller may be installed which will require about 20 HP. The difference in cost between running the sheller with a 20 or 25 HP motor would only be slight, about 1c, but as it will cost about 6c per hour more to elevate grain with a 25 HP motor than with a 5 HP, would it not be better to install a 5 HP or 7½ HP for elevating only, and a 20 HP for handling the sheller alone? The two motor installation also offers another advantage in that if only one motor is installed for elevating and shelling, it would be placed on the ground floor, which necessitates driving to a line shaft and from the bottom of the elevator to the head with a long heavy belt for driving the elevator,

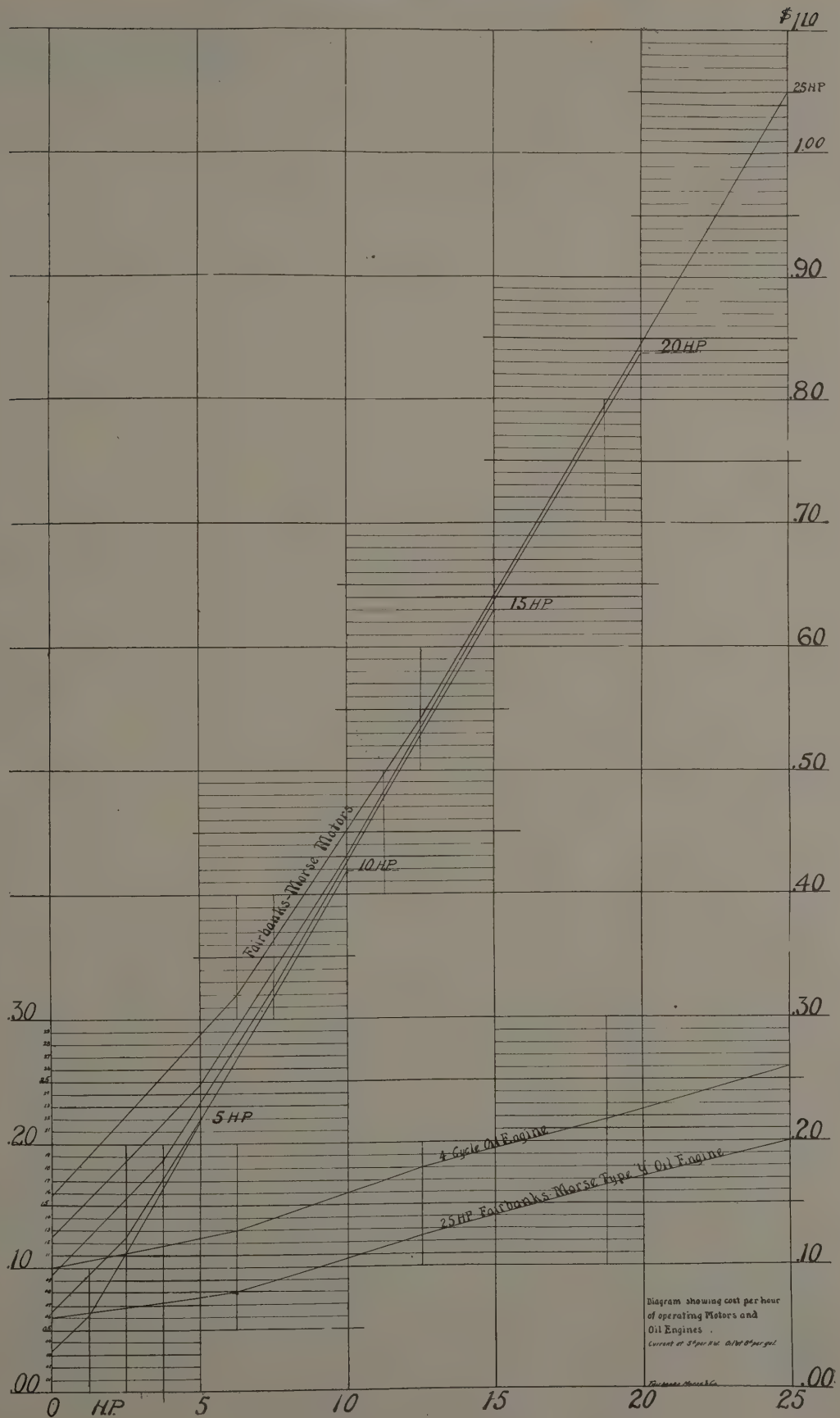
whereas the small motor for the elevator could be placed in the cupola and belted direct to the elevator head, doing away with the line shaft and one or two extra belts.

"Is there any objection to putting a motor in the cupola?" There might be some objection to a direct current or single phase, alternating current motor which has brushes and sliding contacts, on account of danger of sparking, but there is no objection to the two or three phase, alternating current motors in which type there are no sliding contacts, and I understand that under certain conditions of installation the Insurance Companies allow direct current and single phase, alternating current motors in the cupola.

Another advantage of the two motor installation is that there is no doubt a tendency at times, especially during the busy season, not to shut off the motor used for elevating while waiting for the next load to come on the dump. The cost of running the small motor idle during these periods would no doubt be small, while the cost of running the large motor idle might amount to considerable. I think I would be safe in saying that the cost of running the large motor idle and the extra starting current required might amount to 50% of the power actually consumed by elevating the grain as it is taken in, and that the cost of taking in grain would be from 50% to 100% greater by using a 25 HP motor than if a 5 or 7½ HP motor were used.

The convenience of shutting off and starting the motor is of course its greatest advantage over the oil engine, and while the cost of operating a 25 HP motor under full load would be about \$1.05 per hour and the 5 HP motor 22c per hour whereas a 25 HP type "Y" oil engine shows a cost of only 25c per hour under full load and only about 8c per hour when delivering 5 HP, the relative costs of furnishing your power per month or per year, would not be in this proportion as no doubt considerable more fuel is going to be used in the engine to keep it running idle than is going to be consumed during the actual operation of elevating grain. No doubt the engine will often be allowed to run for several hours at a time only to elevate a few loads of grain, while the convenience of simply throwing out and closing the switch for a motor will permit of the shutting off the power and reducing the wear on the machinery.

Except in a few cases where a very low electric rate is secured, it would be a rare instance where the oil engine would not be the cheaper power. The problem resolves itself into the question of whether or not the elevator man is willing to pay the additional cost for the convenience. In a small elevator where no shelling is done, the difference is not liable to be much, as the cost in either case would only be a few dollars per month and the electric motor would be preferable. However, if the installation amounts to 20 or 25 HP or more and there is a minimum demand charge of \$1.00 per month for each horsepower installed, which is a common charge, the oil engine would be preferable as a minimum charge of \$25.00 per month would be a rather heavy power expense, especially during the light months when but little power is used. If a minimum demand charge is made, which is usually the case, there is an advantage to the elevator operator to have this based on a yearly demand per horse power rather than a monthly demand, as it allows the heavy months to equalize



A Cost Comparison of Oil Engine with Electric Power.



partially the months when but little power is being used. In fairness to the Power Companies, I must say that there is justice in a reasonable minimum demand charge as they must have the equipment and keep it in shape to furnish power when needed.

In Iowa are a number of places where it is possible to secure electricity for less than 5c per K. W. and in some places I understand there is no minimum demand. Very often there is a sliding scale which is based on the amount of power used per horse power of the installation and in some cases the sliding scale is effective without regard to the horse power of the installation. Under the sliding scale, based on the horse power of the installation, you are not liable to get much advantage of the lower rates as usually your installation is large compared to the amount of power actually used. By this I mean you only use your motors intermittently and your load factor is very low, which is a different condition than the ordinary factory where they are using their motors eight to ten hours every day, pulling a fair load.

#### AN ECONOMICAL COMBINATION.

There are conditions where the installation of an oil engine and a motor might be desirable. A case of this kind would be where there is a high minimum demand charge and you would install a small motor for elevating and a larger engine for driving the sheller, the object being to keep from paying a minimum demand charge on current for a 20 or 25 HP motor twelve months in the year where it would not be liable to run over fifty or sixty hours during the entire year.

Special reference has been made to the 5 and 20 HP motors merely as examples. Different sizes of elevators and different classes of machinery would require other sizes, but the chart shows the comparative costs of other sizes elevator men are liable to use under various conditions.

WHERE MOTORS are going to be used and especially alternating current motors, in the small towns, care must be taken that the service is adapted to the installation. For instance in a town of a few hundred people, where the power plant is a local one, it might not be large enough to give good service for a 20 HP motor. The engine and generator should be several times larger than the largest motor. The difficulty which arises from this point may be partially overcome by the selection of a special type of motor. If the power is obtained from a transmission line from another town, ample transformer capacity must be provided for the motor, not less than 1 K. W. in transformer capacity for each horse power of the installation.

As a general rule, friction clutch pulleys should always be provided on the driven line shaft or machines so that the motor may be brought up to speed before applying the load. This will overcome one of the commonest sources of trouble with motor installations. It is only occasionally that we now find a direct current plant and these are rapidly changing over to alternating current.

THREE PHASE, ALTERNATING current motors would be preferable wherever possible, and best adapted to your requirements, as they are less expensive, less complicated and more nearly fool proof than the single phase motors.

BALL BEARING motors are now offered by some manufacturers which are an improvement over the sleeve bearing

type, in that they are more efficient, more durable and especially desirable where the motor is in a dusty place, as the ball bearings are entirely closed and it is impossible for the dust to get in the bearings or the oil to leak out or drain out through accident, which would result in a damaged machine.

It is impossible to make a general statement that will apply as to whether the electric motor or the oil engine is the best power to use as there are so many conditions which enter into the problem that would be favorable to one or to the other.

#### Before Your Plant Takes Fire.

BY R. CAUTION

The elevator which is roofed with shingles is under a handicap that can only be removed by substituting a non-inflammable material for the present roofing, but when, for any reason, that does not seem practicable, the owner should make every effort to prepare to fight the fire which may start at any moment. After he has provided barrels of water his next step should be to make provision for gaining access to the roof. Each plant will present its own individual problems in this respect, but in general it may be said that ladders should be ready to use in reaching low roofs, and there should be windows or other openings from which water may be thrown onto all other surfaces. Don't wait until the fire starts to plan this protection.

—O—

Perhaps nothing better than sand has been devised for extinguishing gasoline or oil fires. At any rate it is cheaper and more easily obtainable than anything else, and for that reason a large box of it should be kept handy in the engine room. In this box there should be a shovel, ready for use, and there can be no excuse for piling a mass of other material on the sand box.

—O—

What would you do in case of fire in your plant, or if fire should threaten from another source? Ever think about that?

It can easily be seen that, other things being equal, a plan which is made before the fire, while one is able to reason without the stress of excitement, will be more certain to be entirely correct in all its details than a plan hastily conceived after the danger is at hand. In all large industrial plants the employees are organized into fire fighting squads for each department and each building, and what is more they are drilled frequently in handling the fire extinguishing apparatus provided. To be sure, we can not foresee the exact manner and place in which a fire will start, but each elevator manager and operator can consider all the more likely places and do his best to evolve a course of action designed to be the most effective against a fire originating in each of them.

At this particular time of the year the elevator man has a great deal of spare time, and if he will devote some of it to the consideration of fires and fire fighting he will almost certainly uncover some glaring fire hazards which his good sense will teach him to correct before it is too late.

MR. PRINGLE in the British Parliament recently suggested that the 2,700,000 dogs in Great Britain be placed on rations. Mr. Peto asked Captain Bathurst whether any steps were being taken to reduce the number of superfluous dogs.

## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. B. & Q. Sup. 6 to G. F. O. 1218-C suspends the effective date of item 7-B of Sup. 4 to C. B. & Q. G. F. O. 1218-C on interstate traffic until July 30, 1917. It relates to joint freight tariff on grain and grain products, etc., in carloads from stations in Kansas, Neb., and Col. on the C. B. & Q. R. R. to Brookport, Cairo, Metropolis, Ill., Evansville, Ind., Memphis, Tenn., and New Orleans, La.

C. B. & Q. Sup. 37 to G. F. O. 37-I affecting also the Q. O. & K. C. R. R., relating to local, joint and proportional freight tariff on grain, grain products, flax seed, hay, etc., in carloads, from Kansas City, Mo., and Atchison, Kan., to Brookport, Metropolis, Ill., to Paducah, Ky., suspending 20-H in Sup. 35 to Q. G. F. O. 37-L until July 30, 1917, unless otherwise ordered by the Interstate Commerce Commission.

C. B. & Q. Sup. 12 to G. F. O. 3457-G, also in connection with I. & St. L. R. R., Q. O. & K. C. R. R., R. P. L. & N. R. R., and T. & N. R. R., affecting joint freight tariff, naming rules and regulations including reconsigning rules, restrictions as to acceptance of freight and freight requiring prepayment or guarantee, run-by service, set-back service, and storage in transit of broom-corn at Lincoln, Neb., effective May 1.

A. T. & S. F. Sup. 6 cancels Sup. 5 to tariff 7481-E, applying to carload shipments of grain products and seeds from stations in Col., Kan., Mo., and Okla., and also Superior, Neb., on A. T. & S. F. R. R., G. C. & S. F. R. R., L. & T. R. R., and K. C. S. R. R. to points in Ala., Ark., La., Mo., Miss., Okla., Tenn., and Tex., on or reached via K. C. S. R. R., Mo. Pa. R. R., St. L. S. F. R. R. and other participating carriers, effective May 5.

C. B. & Q. R. R. Sup. 11½ suspended Sup. 10 to G. F. O. 3457-G, and the effective date of Sups. 7 and 8 to C. B. & Q. P. S. C. Mo. 206 until July 30 unless otherwise ordered by the I. C. C. This is also in connection with I. & St. L., Q. O. & K. C., R. P. L. & N., and T. & N. R. Rs., and relates to reconsigning rules, restrictions as to acceptance of freight and freight requiring prepayment or guarantee, mileage payments and rental charges on private cars.

C. B. & Q. Sup. 28 to G. F. O. 1362-I suspends Sup. 27 until July 30, 1917. It means rates on grain, grain products and seeds on carloads from St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., La Crosse, Wis., etc., to stations in Ill., Ind., Ky., West Bank Mississippi River points, Dubuque, Ia., to St. L. Mo. inclusive, also Green Bay, Kewaunee, Wis. and points east of the Ill.-Ind. state line or south of the Ohio river, as shown in tariff as amended.

A. T. & S. F. Sup. 33 to tariff 5702-J quotes local, joint and proportional rates on broom corn, castor beans, popcorn, seeds, hay and straw in carloads between points in Kan., Col., Okla., Superior, Neb., and Joplin, Mo., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn., and points taking the same rates and arbitraries higher as shown on pages 39 to 71 of the tariff, or as amended; also distance rates between stations in Kan., stations in Okla. and stations in Kan.; also Superior, Neb., Joplin, Mo., and stations in Kan. and also on corn husks from stations in Okla. to Chicago, St. Louis, East Fort Madison, Fort Madison and Missouri River points.

Western Trunk Lines Sup. 29 quotes rules, regulations and exceptions to classifications which take precedence over the classifications governing tariffs made subject thereto. They apply as indicated in the various sections and the specific rules provided in tariffs governed by this circular will take precedence over rules provided in it.

A. T. & S. F. Sup. 32 to tariff 5702-J contains all changes, with Sup. 31, from the original tariff that are in effect on Apr. 15, 1917. It quotes minimum weights on broom corn, castor beans, popcorn, seeds, hay and straw in carloads, also on corn husks from stations in Okla., to Chicago, St. Louis, East Fort Madison, Fort Madison, and Missouri river points.

A. T. & S. F. Sup. 4 cancels Sup. 3 to Tariff 5655-W. It quotes joint and proportional freight tariffs applying on grain, grain products, hay, straw and broom corn in carload lots from points in Kan., Col. (Eastern Col. common points), N. M. and Okla. and Superior, Neb., to Beaumont, Galveston, Port Bolivar and Texas City, Tex., when for export only. Effective, May 20.

C. & A. R. R. Sup. 23 to tariff 1609-C cancels Sups. 21, 22 and portions of 20 which remained in effect by virtue of the partial suspension of Sup. 21 by Sup. 22. It quotes rates on grain, grain products, seed, hay and straw in carloads from Chicago, Peoria and St. Louis and points taking the same rates shown on page 3 of the amended tariff, also Rondout and Waukegan, Ill., to stations in Missouri on the C. & A. R. R. and also to Hannibal, Mo.

A. T. & S. F. Sup. 50 to Sup. 49 of tariff 5588-J suspends item 8-K quoting minimum weights for grain products until July 30, 1917. It affects grain and grain products in carloads between points in Kan., Col., Mo., Okla. and Superior, Neb., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi river points; also the basis for making thru rates to or from Omaha, South Omaha, Lincoln, Neb., Council Bluffs and Sioux City, Ia., and distance rates between points in Kan., stations in Okla. and Kan., Superior, Neb., Superior, Neb., and Joplin, Mo.

## Gaining More Storage Room.

At Hale Center, Tex., the Porter Grain Co. is erecting a modern elevator of about 40M bus. capacity, and incorporated in it are some novel features which will be of interest to other elevator owners. The plan was conceived by J. C. Porter, a member of the firm who has charge of the construction work. This is not the first plant Mr. Porter has built, and as he has had considerable experience in the handling of grain he knows something of the problems which must be met.

In the drawing reproduced herewith only one side of the house is shown. The view is that presented by the building from the track side. The opening which is marked "Tunnel" is for the purpose of gaining access to the track from the driveway and work-room. No attempt has been made to draw the sketch to scale, but the dimensions of the tunnel opening are 4x7 ft. The tunnel roof A becomes a portion of the floor of the four bins which flank the tunnel (two on each side) and little storage room has been sacrificed to provide working- and head-room space which is not needed.

Six large bins are between the driveway and track side, three being on each side of the work-room and tunnel. The space between two of the bins is open to the cupola, and here are located the two legs, manlift, ladder, distributor control, etc. There is no open space between the other four bins, except for the tunnel itself, and overhead the tunnel there is room for grain clear to the top of the bins. Each bin is hopped to the elevator boot.

Mr. Porter figures that this arrangement has given him about 2,000 bus. more capacity, with no increase of ground and roof area, and with no more, and perhaps even less, lumber than would have been required had some other method of utilizing a portion of the head-room space been adopted. It does not seem that any fault can be found with this feature of the plan, unless it be contended that, because the studding does not run to the floor in forming the wall between these four bins, there is a loss of strength which will later outweigh the advantage gained. Mr. Porter thinks, however, that he has taken care of this matter by the method of bracing which he has used.

It will be noted that the cupola roof seems rather flat in the drawing. This is as it should be, for on this part of the building, as well as on an adjoining bin room which is not shown, the roof has been given only sufficient pitch to insure that water will drain off, but it has not been made steep enough to cause any danger of a fall to frighten a workman who may have to make repairs at some future time. Provision will be made for gaining access to the roof, and if a leak ever appears in the roofing material it need take but a short time, and no scaffolding, to remedy the trouble.

THE RUSSIAN winter wheat crop in 1916 was 168,000,000 bus. and the rye crop was 672,000,000 bus., according to estimates from data covering 53 governments. The combined stocks after deducting enuf for seed, is 720,000,000 bus., a stock much under the five year average.

TELEGRAPH COMPANIES in Illinois cannot do a telephone business without first securing a certificate of convenience and necessity. The public utilities commission has restrained the Postal Telegraph Co. from doing a telephone business over its lines between Chicago, Peoria, Joliet, and other cities.

## "Burn Outs" at Your Expense.

BY H. F. E.

Often lightning strokes follow electric wiring into a building, "burning out" the motors or other electrical equipment without doing any other damage to the plant. This "burning out" sometimes happens when a current of electricity which is too heavy for the installation is delivered due to an accident at the power plant of the company supplying the power. In such cases the motor and equipment is usually ruined which necessitates closing the plant until the new equipment is installed. Needless to say, delays of this type are costly in cash as well as business lost.

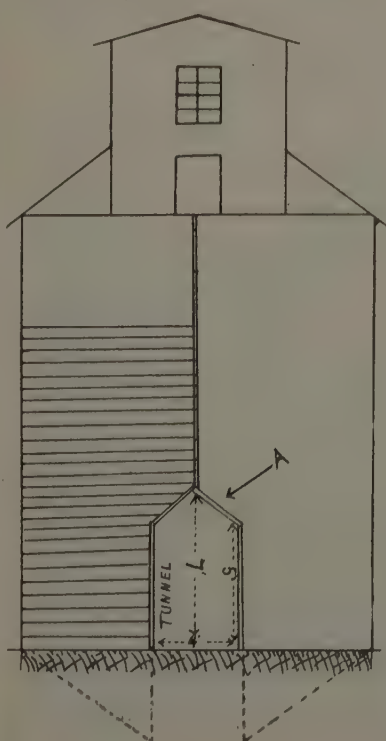
A point of much interest to all elevator owners and operators who use electricity for power is that INSURANCE COMPANIES DO NOT PROTECT YOU AGAINST LIGHTNING OR ELECTRICAL CURRENT "BURN-OUTS" IN ELECTRICAL EQUIPMENT OR MOTORS. This is a liability to loss that they do not care to assume. If such a "burn-out" causes the elevator to burn the insurance companies pay of course, but if the loss is only to the motors or the equipment, then they do not pay.

The only way to prevent such a loss is to be sure that your electrical installation is put in according to safe rules. By taking the question up with any of the mutual fire insurance companies who specialize in elevator insurance you can secure information as to standard electrical installation. The electrician who did your work might be a very capable man. There are many electricians in small towns who are not, and they do very poor work. They simply put the motors and equipment in so that they are mechanically correct. But often they disregard the question of safety from lightning and excessive currents.

Now that the question of improvements is before you it is a good time to check up your electrical installation and if it is not installed according to safe rules better have it made so.

We cannot give the rules of installation as each electrical installation must be taken into consideration according to the conditions surrounding it. However motors should never be placed in dusty or dirty places. Dust and dirt soon clogs them and this greatly depreciates their ability to work properly. Often operators perform foolish tricks by putting wire or nails in to take the place of fuses which have blown out. This is dangerous. Fuses of proper rating should always be used and nothing else. When improper fuses are used, or a substitute for fuses, safety has been disregarded. The function of fuses is to protect the wires, motors and other equipment from extraordinary currents. Hence the necessity of proper sized fuses.

A BILL to regulate and control prices of food, wearing apparel, and fuel in the United States during the war with Germany and for one year thereafter, has been introduced into the House of Representatives by Jas. W. Good of Iowa. He would delegate power to the Council of National Defense to fix maximum prices at which any manufacturer, jobber, or retail dealer might sell food, wearing apparel or fuel that has been shipped or delivered for shipment in interstate commerce. Until the Council of National Defense could set a price, any increase in present price would be unlawful, and the price prevailing Dec. 1, 1916, would be the sale price of the article.



Tunnel Thru Bins of Porter Grain Co.'s Elevator at Hale Center, Tex.



## Grain Carriers

A NEW BOX CAR factory would be acceptable.—E. M. Hungerford, Loda, Ill.

THE DUTCH merchant marine has increased from 367 ships in 1913 to 480 on Jan. 1, 1917.

MALMO, NEB., Apr. 25.—We have an exceptional car shortage, having had only 3 cars this month.—Union Co-operative Co.

GOVERNMENT OWNERSHIP of all freight cars is the dangerous remedy for the car shortage urged in a pamphlet by Samuel H. Barker of Philadelphia.

THE SOUTH DAKOTA Short Line is the name of a new road which will be constructed from Platte, S. D., to Pierre, a distance of 125 miles. Construction of 25 miles of the road will start immediately.

A HEARING regarding the distribution of cars of the case against the Wabash railroad brot by the Illiopolis Farmers Grain Co., Illiopolis, Ill., was held by the state public utilities commission on May 2.

THE FREIGHT car shortage April 1, as reported by the American Railway Ass'n was 143,059, which was the largest shortage of cars ever recorded in this country. It exceeded by 12,977 the shortage of March 1.

FORTY FLAT cars have been bot by an automobile company of Pontiac, Mich., and are making 6 round trips per month with automobiles to Chicago. The car shortage compelled the company to provide its own cars.

THE CARRIERS have withdrawn the increase of 2/10 per cent per bushel in the ex-lake rates on grain from Lake Erie, Lake Huron and Georgian Bay Ports which had been published to become effective on or about May 15.

THE EXTENSION of the effective date of the proposed 15% increase in freight rates from June 1 to July 15 has been asked of the Interstate Commerce Commission by the Merchants Exchange of Portland, Ore., to give an opportunity to make delivery on wheat that was sold against the present freight rates.

The proportional rates on corn from Chicago District published by the Pere Marquette R. R., New York Central R. R. and E. J. & E. Ry., and the thru rates on corn from points in Illinois and Indiana to Canadian points have not yet been readjusted, but it is the understanding that such rates, also, will be revised in the near future.—J. S. Brown, mgr. Transportation Dept., Chicago Board of Trade.

THE CANCELLATION of transit credits that did not represent grain or its products actually on hand, by the Great Northern Ry. Co. on Aug. 14, 1912, was not found to be unjustly discriminatory or unduly prejudicial to the Melrose Milling Co. of Melrose, Minn., but reparation was allowed by the Interstate Commerce Commission on shipments which were overcharged to the extent that the charges paid on the canceled tonnage exceeded those accruing on the basis of the local rate to the milling point. This affected shipments between Melrose, Janesville, and Osakis, Minn., Huron and Watertown, S. D., and Lidgerwood, N. D.

JOINT and thru rates from St. Louis to New Orleans on shipments originating outside of St. Louis have been ordered made by the trunk line railroads with the Inland Navigation Co. This will enable the St. Louis river lines to compete with the railroads on these shipments.

REPAIRS made to grain cars are not assessable to the railroad, in North Dakota. In a suit filed by the Midway Co-operative Elevator Co., of Fargo v. the Great Northern R. R. the court ruled that the company could not collect for \$154 worth of repairs of cars belonging to the railroad. This decision holds invalid a part of the North Dakota statutes.

THE ABSORPTION of switching charges at Milwaukee, Wis., on grain accorded transit at interior Wisconsin points and forwarded east via Milwaukee and lake and rail lines, while refusing to absorb such switching on like traffic accorded transit at Milwaukee, as practiced by the C. M. & St. P. R. R., was found by the Interstate Commerce Commission to subject millers at Milwaukee to undue prejudice and disadvantage.

FOUND GUILTY of misbilling a number of carloads of grain to points in Texas, H. J. Hertzstein of Clayton, Ill., was recently fined \$100 on each of 20 counts, or \$2,000 in all. It was charged that he had misbilled shipments of grain and defeated the rate on other shipments in 1912 to 1916. Ten cars were shipped at short weight and 10 more under a combination of local rates contrary to law.

THE NEW RULES governing grain and grain products milled in transit at Hutchinson, Kan., that were proposed by the C. R. I. & P. R. R. have been suspended by the Interstate Commerce Commission until Aug. 16. They provided for the discontinuance of the present practice of waiving out of line haul on grain from Missouri river market points milled at Hutchinson and the milled products reshipped to eastern and southern points.

HEARINGS on the car shortage held in February before the Interstate Commerce Com'te of the House have been published in a pamphlet of 94 pages by the Government Printing Office.

HEARINGS on the proposed freight rates increase were begun on May 7 before the Interstate Commerce Commission, and will last all during this week. An intermission will then be taken until May 23, at which time final testimony of shippers will be heard.

TYRONE, OKLA.—As proof of the fact that the car shortage still exists I desire to state that on Apr. 1 we had 3 cars ordered for grain loading. One was furnished Apr. 25, another Apr. 26, and on Apr. 27 we were still waiting for the third.—L. S. Palmer, mgr. Tyrone Equity Exchange.

EFFECTIVE May 20, the rates on corn (only) to points in Canada have been readjusted from Chicago, Detroit, etc., by some of the carriers. These are the rates which were originally published to become effective January 1, but which were suspended by the Commission pending hearing and decision thereon, as referred to in our Bulletins 395 and 398. The carriers attempted, also, to withdraw the elevation allowance of 1/4 cent per bushel, but under this readjustment effective May 20 the elevation allowance will continue.

THE CANCELLATION of joint rates from points in southeastern Mo. on the St. L. I. M. & S. Ry. by way of Cairo, Ill., and Memphis, Tenn., to Jackson and Meridian, Miss., Natchez and Vicksburg, Miss., Baton Rouge, New Orleans, Port Chalmette, and Shidell, La., on grain and grain products, thereby rendering applicable combination rates which are higher than the present joint rates, has been found justifiable by the Interstate Commerce Commission, and the order of suspension has been cancelled. The Memphis Merchants' Exchange was the complainant.



Elevator and Mill of Paris Milling Co., Paris, Tex., were both built with Sliding Forms by the Burrell Engineering & Const. Co.

MILLING IN TRANSIT privileges at Springfield, O., on shipments from points in Mo., Neb., Kan., Okla. and Ind. thru Springfield to New York for export are asked by the Ansted & Burke Co. in complaint filed with the Interstate Commerce Commission against 15 railroads. The company claims it is unduly discriminated against because it has to pay the full tariff rates, altho it is entitled to milling in transit privileges. It also charges that the rates assessed east of Peoria and Pekin, Ill., exceed those which would have resulted from the application of published re-shipping rates on wheat from Peoria and Pekin. Reparation of \$4,369.17 is asked.

THE RATE of 8 cents per 100 lbs. on coarse grain and grain products from Vicksburg, Miss., when originating in St. Louis, Mo., to Jackson, Miss., has been justified by the Interstate Commerce Commission in a decision in the complaint filed by R. H. Green and the Jackson, Miss., Board of Trade against the Alabama & Vicksburg R. R. The decision also justified the reshipping rate of 20 cents per 100 lbs. on coarse grain and grain products from St. Louis, Mo., to Jackson and Meridian, Miss., but denied authority to continue rates on grain and grain products from Vicksburg to Mobile, Ala., which are lower than the rates contemporaneously applicable on like traffic to Jackson and points intermediate.

THE TRANSIT privilege on grain originating beyond Peoria or Pekin, Ill., and moving to E. St. Louis or St. Louis via the C. P. & St. L. R. R., destined to be reshipped to southern or eastern points, has been cancelled. This relates to grain originating at Minneapolis or the northwest which is forwarded from St. Louis east on the basis of Peoria combinations.

THE HEARING in Dallas on the Shreveport rate case has been strung out, and it looks almost like it will be indefinite as to when the grain section of the hearing will be reached. We are doing the very best we can in preparing for this case, and hope to have the case so presented that we may get some relief at least from the pernicious Fonda Tariff No. 2-B.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

### Sliding Forms vs. Set Forms for Concrete.

BY F. F. MCALLISTER, CHICAGO.

"Concrete for permanence" has been the slogan for the last few years and to-day about 90% of the elevators and flour mills of this country are being built of this material.

In the case of elevators nothing but sliding forms are used by reputable contractors and permitted to be used by owners "who know."

This however is not so when it comes to mill buildings and warehouses for more reasons than one.

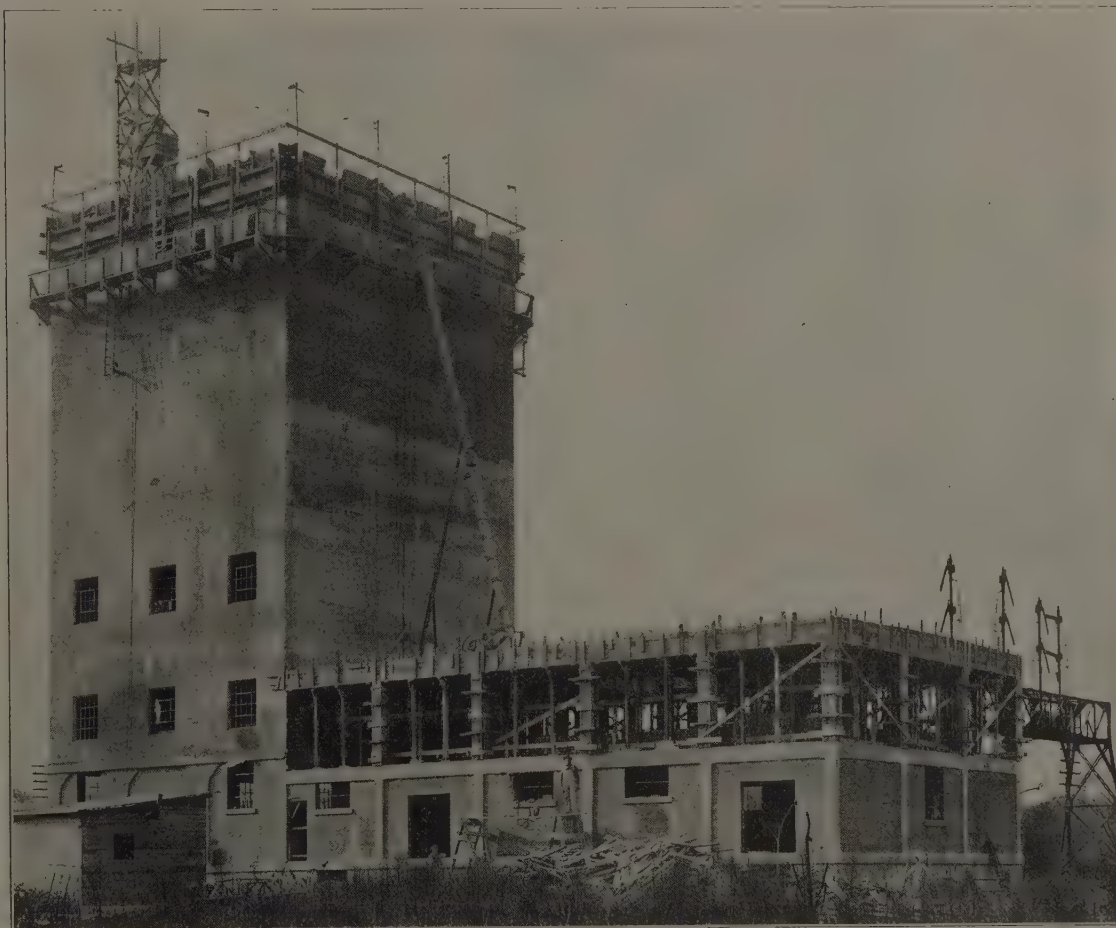
*First*, it would not be economical to use sliding forms on a one story building.

*Second*, most contractors have not had the experience with sliding forms and those who have, haven't had experience in using them on anything but tanks or elevators. Therefore they prefer to follow the crowd rather than be original and try to save their customers money in the first cost of their building. Their arguments against sliding forms are many but not founded on facts.

*Third*, the equipment required for sliding forms for mills is special in many respects which is of course against its use by contractors not properly equipped. There is absolutely nothing about such buildings that cannot be done with sliding forms that can be done by set forms. Herewith we reproduce a Cleveland, O., concrete elevator and warehouse in course of construction which illustrates the use of both sliding forms and set forms. We also show a concrete mill built with sliding forms.

The elevator and mill builders' slogan should be, "Concrete for Permanence and Economy."

When in the market for concrete work don't be satisfied until you have a reliable contractor quote you on a plant built with sliding forms. He can show you a marked saving in first cost.



Sliding Forms were Used in Constructing the Elevator, and Fixed Forms in Constructing the Warehouse of this Cleveland Plant of the Lake Shore Elevator Co., by the Burrell Engineering & Const. Co.



# Grain Trade News

## ARKANSAS

Arkadelphia, Ark.—Construction work has just started on the 6 concrete grain tanks for which the Arkadelphia Mfg. Co. recently let contract to the Southwestern Engineering Co. The tanks will have a capacity of 100,000 bus. and will be built in addition to the 3 tanks, just completed, which have a capacity of 50,000 bus.

Argenta, Ark.—The Hayes Grain & Commission Co. is erecting a 10,000-bu. wooden elevator, for unloading, on the Iron Mountain. The company already has an elevator on the R. I., about 100 ft. away. Equipment includes a double shovel, car puller, 2 Richardson Scales, and one leg, of 2,000 bus. capacity. It will be completed this month at a cost of \$9,000. Kaucher, Hodges & Co. have the contract.

## CALIFORNIA

Susanville (Lassen Co.), Cal.—The Lassen Grain & Mfg. Co. is erecting a 28x30 ft. flour mill. F. E. Ragin is pres.

Merced, Cal.—The Merced Elevator Co. will enlarge the receiving and shipping capacity of its elevators at this place and Athlone.

Los Angeles, Cal.—We intend to put up a 500-bbl. mill, of two 250-bbl. units, concrete construction, with all up-to-date ball bearing machinery. The completion of these plans will depend a great deal on war conditions.—Ed W. Thompson, general mgr. Great Western Mill Co.

San Francisco, Cal.—The California Grain Co. has been organized by A. B. Haslachner, who resigned as mgr. of the Oakdale Mfg. Co., of Oakdale, and F. G. Ernst Lange, formerly mgr. of the grain dept. of E. Clemons Horst Co. The company will handle grains, beans and rice and will specialize in California malting barley.

## CANADA

Onkville, Man.—Rollin G. Hilliard, grain dealer, died recently at Winnipeg.

Canora, Sask.—The Farmers Progressive Co. has been organized to erect and operate an elevator, or mill.

Winnipeg, Man.—The Manitoba Grain Co., Ltd., has been incorporated, with a capital stock of \$50,000.

Winnipeg, Man.—The rules and regulations for sample market trading will be discussed at a meeting June 12 of the board of grain commissioners.

Port Arthur, Ont.—Davidson & Smith are erecting a 15,000-bu. steel marine leg at their plant in this city. It will be completed about June 1, at a cost of \$30,000. S. J. McQueen & Co. have the contract.

Vulcan, Alta.—The elevator and annex of the National Elevator Co. burned recently, together with more than 50,000 bus. of wheat. Estimated loss, \$120,000. The wheat was owned and insured by the elevator company.

Abbey, Sask.—A warrant has been issued for the arrest of Henry K. Heidebrecht, formerly in charge of the elevator of the Alberta Pacific Grain Co. here, who is reported to have falsified his grain accounts. He left the country and is thought to be in the United States.

Ft. William, Ont.—The Sellers Elevator Co. has let contract to S. J. McQueen & Co. for a hospital elevator, of approximately 50,000 bus. capacity. It is located on the Industrial Spur, which has access to 3 railroads without switching charges. The cost of the building complete is \$250,000.

Portage la Prairie, Man.—A. Forsythe & Co., of High Bluff, are building a 100,000-bu. terminal elevator to be ready for operation this fall. Report states that the company will erect elevators at other stations in Manitoba.

## COLORADO

La Junta, Colo.—The erection of an elevator here is being discussed.

Amherst, Colo.—Another elevator will probably be built at this station.—Agt. Spelts Elevator.

Denver, Colo.—The Summit Grain & Coal Co. has removed its offices to 601-608 Cooper Bldg.

Briggsdale, Colo.—The Farmers Elevator Co. is building an elevator.—J. R. Craig, mgr. Farmers Elevator Co., Keota.

Holyoke, Colo.—Paul Reimer, of Blake-man, Kan., has succeeded R. C. Stout as mgr. of the Farmers & Merchants Elevator Co.

Buckingham, Colo.—The recently incorporated Farmers Elevator Co. is building an elevator.—J. R. Craig, mgr. Farmers Elevator Co., Keota.

Trinidad, Colo.—The Isbell Colorado Co. contemplates the erection of several elevators next year but has not decided upon the locations.

Amen sta. (Willard p. o.), Colo.—We are building 25,000-bu. steel elevators at this station and at Grover.—Crescent Mill & Elevator Co., Denver.

Otis, Colo.—A 6,000-bu. elevator and 80-bbl. mill are being erected here by a company from Red Cloud, Neb., of which T. J. Diamond is mgr.

Keota, Colo.—The recently organized Farmers Elevator Co. bot and took possession Apr. 2 of the elevator of the Denver Elevator Co.—J. R. Craig, mgr.

Byers, Colo.—We have bot the elevator formerly owned by the Farmers Grain Co., of Denver.—L. W. Van Vleet, general mgr. Isbell Colorado Co., Trinidad.

Colorado Springs, Colo.—Fire on May 5 partly destroyed the grain warehouses of the Seldomridge Grain Co. A large quantity of wheat, corn, flour and hay burned. Estimated loss, \$50,000.

Wray, Colo.—The Farmers Co-operative Union Elevator & Supply Co. will succeed the Farmers Grain Co. on June 1. The stockholders in the old company will become stockholders in the new one.

Limon, Colo.—We have started work on an elevator, with a capacity of about 24 cars of grain and beans. It will cost approximately \$8,000.—L. W. Van Vleet, general mgr. Isbell Colorado Co., Trinidad.

Eckley, Colo.—The O. M. Kellogg Grain Co., which was compelled to build an addition to its newly completed elevator on account of the car shortage, is now covering the annex with galvanized iron.

Holly, Colo.—We are building an elevator here at a cost of \$6,000. It will have a bin and storage capacity of 18 cars of grain and beans.—L. W. Van Vleet, general mgr. Isbell Colorado Co., Trinidad.

Peetz, Colo.—We have let contract for an addition to our elevator to G. H. Birchard. G. W. Wasson is pres., John Daugaard, sec'y, and George Drescher is mgr. of our company.—Farmers Co-operative Co.

Haxtun, Colo.—The Plains Mfg. & Mercantile Co. has been incorporated, with a capital stock of \$25,000. Paul Holmquist is pres., and I am sec'y-mgr. Contract for the erection of a 30,000-bu. elevator and mill at this place will be let at an early date. The company has purchased an elevator at Daily sta. (Haxtun p. o.).—Paul Beckman.

Daily sta. (Haxtun p. o.), Colo.—The recently incorporated Plains Mfg. & Mercantile Co., of Haxtun, purchased the elevator of the Daily Elevator Co. at public sale. Clare Layman has been retained as agt. —Paul Beckman, sec'y-mgr., Haxtun.

Sterling, Colo.—The Farmers Co-operative Elevator & Supply Co. is building an addition of 24x60 ft., 2 stories, and is putting in a line of machinery. It now carries a full line of grain, feed, salt, twine and flour. When the mgr. came here there was hardly \$1,000 paid up stock. The company now has one of the finest plants in eastern Colorado besides being out of debt and a good cash account also. The company is also building a flour and feed house and coal sheds at its out station, Padroni, Colo.

Sterling, Colo.—The Federated Co-operative Ass'n has been organized for the mutual benefit of all farmers concerns in the state. The pres. is V. H. Hamilton, mgr. of the Farmers Co-operative & Supply Co. of Longmont, and sec'y-treas., E. M. Mangel, mgr. of the farmers concern at Ft. Morgan, Colo. These with M. J. McMullen, general mgr. of the Farmers Co-operative Elevator & Supply Co., Sterling, have been appointed as a com'te to meet and agree on some form of books to be used by all farmers concerns in the state. The com'te met in Ft. Morgan on May 3 according to agreement.

## IDAHO

Michaud, Ida.—We intend to build an elevator at this station.—Inter-Mountain Mfg. Co., Salt Lake City, Utah.

McCammon, Ida.—We intend to build an elevator at this station.—Inter-Mountain Mfg. Co., Salt Lake City, Utah.

Oakley, Ida.—The Oakley Mfg. & Elevator Co. has let contract for 6 concrete grain tanks to the Burrell Engineering & Construction Co.

Rupert, Ida.—We have succeeded Victor & Brown and will build a 15x30 ft. addition to our warehouse, which will have a frost proof basement and frame upper structure, one story high.—Rupert Seed & Mfg. Co.

Alexander, Ida.—We intend to install cleaning machinery and make other improvements in our elevators at this place, Arimo, American Falls, Bancroft, Malad, Way and Grace.—Inter-Mountain Mfg. Co., Salt Lake City, Utah.

American Falls, Ida.—The 30,000-bu. elevator and 350-bbl. flour mill of the American Falls Mfg. & Elevator Co. burned Apr. 20. Estimated loss, \$60,000; insurance, \$25,000. About 4,000 bus. of grain and a large amount of flour was destroyed. The fire was caused by a hot box in one of the machines. The company will rebuild.

## ILLINOIS

Chillicothe, Ill.—The Guyer Grain Co. is installing a feed mill.

Piper City, Ill.—The Montelius Grain Co. is remodeling elevator No. 2.

Lake Fork, Ill.—F. W. Zelle will erect a granary adjoining his elevator.

Buckhart, Ill.—I am now mgr. of the Farmers Grain Co.—S. J. Miller.

Harristown, Ill.—Material is on the ground for an elevator on the I. T. S.

Barnett, Ill.—I will build a new 15,000-bu. elevator at this place.—G. B. Carrico.

Mendota, Ill.—We are installing 3 dumps in our elevator.—Farmers Elevator & Supply Co.

Atwood, Ill.—We are building a new brick office building.—Horton & Collins, Garrett.

Arcola, Ill.—The Farmers Elevator Co. placed an American flag on its elevator. May 4.

Alton, Ill.—The Sparks Mfg. Co. will build a 2-story brick warehouse, at a cost of \$10,000.

Bloomington, Ill.—E. E. Casey has succeeded E. C. Hollis with the Hasenwinkle Grain Co.

Cairo, Ill.—Guards have been placed at the elvtrs. at this point by the owners of the houses.

Ficklin, Ill.—Horton & Reeder are erecting a 30,000-bu. storage crib.—Horton & Collins, Garrett.

Yeager sta. (Momence p. o.), Ill.—Smith & Hobart, of Momence, have bot the elvtr. of Taylor Bros.

Carlock, Ill.—Emery Carlock is now mgr. of the Farmers Elvtr. Co., succeeding L. E. Schwartz, resigned.

Ottawa, Ill.—The Wallace Grain & Supply Co. has increased its capital stock from \$8,000 to \$32,000.

Toulon, Ill.—We will rebuild our approach to our elvtr. as soon as we can get the help.—Davis Grain Co.

Barr, Ill.—Work has been started on the erection of an elvtr. here for J. A. McCreery & Sons, of Mason City.

Rising sta. (Champaign p. o.), Ill.—I will rebuild part of my elvtr. and enlarge it.—Wm. Murray, Champaign.

Murrayville, Ill.—The Farmers Elvtr. Co. has opened its new 25,000-bu. cribbed elvtr. with J. H. Shirley as mgr.

Garrett, Ill.—We are adding 40,000 bus. concrete grain storage and are building a new brick office.—Horton & Collins.

Abington, Ill.—Bader & Co., listed as grain dealers here, have never been in the grain business at this place.—P. M.

Womac sta. (Carlinville p. o.), Ill.—I will add 4,000 bus. bin room to my elvtr. at this place.—G. B. Carrico, Barnett.

Indian Creek, Ill.—Beggs & Hatch have installed electric motors in their elvtr. to replace the engine, which they removed.

Bradford, Ill.—We recently resingled with steel shingles the elvtr., which we purchased from James Bros.—Peter Ternus.

Eldridge sta. (Momence p. o.), Ill.—Smith & Hobart, of Momence, are building a 10,000-bu. elvtr. on the New York Central.

Meredosia, Ill.—The Meredosia Grain Co. will build a concrete office to take the place of the old frame one, now being taken down.

Warsaw, Ill.—The Farmers Grain & Supply Co. has installed a 25-h. p. electric motor for operating a new corn and feed mill.

Peoria, Ill.—We will only make what few changes and improvements in our elvtrs. that may be necessary.—S. C. Bartlett Co.

Knoxville, Ill.—Thompson & Catton have taken over and are operating the Knoxville Elvtr., formerly owned by Chas. Wyman.—K. A.

Watkins sta. (Farmer City p. o.), Ill.—T. F. Grady is building an elvtr. to replace his old house, on the Big Four. Wm. Boland is mgr.

Brothers sta. (Oakwood p. o.), Ill.—Mark Current, of Rileysburg, Ind., and Tony Barton have bot the elvtr. of the Rogers Grain Co., of Chicago.

Claytonville, Ill.—The Farmers Grain & Coal Co. is building a concrete block coal shed. Beebe, Rose & Ranz are repairing their coal sheds.

Atwater, Ill.—I am adding 3,000 bus. bin room to my elvtr. here and have erected a new hay warehouse.—G. B. Carrico, Barnett.

Marissa, Ill.—We have taken out an old platform wagon scale and installed a new one, to use principally as a public scale.—Meek Mfg. Co.

Neponset, Ill.—The Farmers Elvtr. Co. has wired its new implement house and rewired the elvtr., office and feed warehouse for electric lights.

Stanford, Ill.—The Stanford Grain Co. has installed a Constant Manlift in the East Elvtr. It was necessary to sacrifice a small bin or tear out the stairs. The bin was taken out and the cupola can now be reached by means of the stairs or manlift.

Woodhull, Ill.—The Woodhull Grain Elvtr. Co. is building a 22x50 ft. wooden warehouse, on cement pillars. It is being erected between 2 elvtrs.

Tonica, Ill.—We will install a new wagon scale and an automatic scale. We will also build a new cupola in the near future.—Tonica Grain Co.

Green Oak (Princeton p. o.), Ill.—The recently incorporated Green Oak Elvtr. & Merchandise Co. has succeeded the Green Oak Farmers Elvtr. Co.—E.

Vermillion Grove, Ill.—We will build a 25,000-bu. ear corn elvtr., equipped with a sheller and a 15-h. p. electric motor.—Farmers Elvtr. Co., Ridgefarm.

Paxton, Ill.—The Iron clad elvtr., under construction for the Risser-Rollins Co., will be completed in about a week. The building is 36x40 ft. and 89 ft. high.

Winchester, Ill.—Fire damaged the office and warehouse of the Farmers Elvtr. Co. Apr. 26 to the extent of nearly \$300. The loss is covered by insurance.

Downs, Ill.—The elvtr. of the Zorn Grain Co. changed hands May 1. J. Wooden, mgr., has moved to Cincinnati to accept a position with a grain company there.

McCarthy's Switch (Waverly p. o.), Ill.—The Farmers Elvtr. Co. has completed and placed its elvtr. in operation. Dan McCarthy and I. L. Sears are in charge.

Tonica, Ill.—We are installing another leg, which will make 4 in our elvtr., also a manlift, and are raising the cupola to facilitate the loading of grain.—W. E. Kreider.

Oso, Ill.—We are overhauling the West Elvtr., which we recently took over from E. G. Samuelson, installing a new boot and re-sliding 2 sides of the building.—Roberts & Meyer.

Earlville, Ill.—We have torn down our coal sheds and will rebuild them. We are considering a coal pocket, but have not decided regarding this.—Earlville Grange Elvtr. Co.

Empire sta. (Le Roy p. o.), Ill.—T. F. Grady has bot the elvtr. of J. W. Vance, who has been retained as mgr. He will wreck the building and build an up-to-date elvtr.

Jamesburg, Ill.—Mark Current and Tony Barton have bot the elvtr. of the Rogers Grain Co., of Chicago. The elvtr., at Rileysburg, Ind., owned by Mr. Current, burned a short time ago.

Springerton, Ill.—Contract for the erection of an elvtr., of 30,000 to 35,000 bus. capacity, has been let by William C. Smith, of Carmi. It will be completed before fall at an approximate cost of \$25,000.—C.

Roanoke, Ill.—The recently organized Roanoke Farmers' Ass'n incorporated; capital stock, \$20,000; incorporators, A. R. Wolfe, pres., H. T. Wiley, sec'y, and others. The ass'n will operate an elvtr.

Cerro Gordo, Ill.—I am building an elvtr., of about 60,000 bus. capacity, equipped with up-to-date machinery, including an electric drive and loading spouts to the Wabash and I. T. S.—T. E. Hamman, Milmine.

Kewanee, Ill.—The brokerage office of Jas. E. Bennett & Co. is being removed to the O'Grady Bldg. A new blackboard has been placed upon the wall and the woodwork newly painted. C. L. Ray is in charge.

Kewanee, Ill.—We intend to enlarge our office in the near future and contemplate the erection of a storage tank to hold 10,000 bus., but at present are undecided whether to use steel or concrete.—W. B. Cavanaugh.

Tabor, Ill.—The 40,000-bu. cribbed elvtr., for which the People's Grain Co. let contract to the Younglove Construction Co., will be completed by July 1 at a cost of \$14,000. It will have a slab foundation, reinforced with steel bars. Equipment includes nine 4,000-bu. bins, 25-h. p. engine, corn sheller, of from 400 to 600 bus. capacity, in the pit, and a cleaner and 2,000-bu. automatic scale in the cupola.

Weldon, Ill.—Harrison-Ward & Co., operating several elvtrs. in this vicinity, have purchased the 2 elvtrs. of W. A. Webb at this station. They will take possession about June 1. The sale was made thru Jas. M. Maguire.

Macou, Ill.—My brother and myself have bot the elvtr. of Wm. Suffern. J. G. Guthridge will be associated with us and the firm name will be J. G. Guthridge & Co. Possession will be given June 1.—C. T. Moore, Stonington.

Myrtle, Ill.—The Holcomb-Dutton Lumber Co., of Sycamore, bot and took possession Apr. 30 of the plant of the H. A. Hillmer Co. Additional coal storage bins and a lumber shed will be erected. C. E. Balluff will remain as mgr.

Cambridge, Ill.—We recently installed a motor driven ball bearing Scientific Attrition Mill, self contained with two 20-h. p. electric motors direct hitch. It has a grinding capacity of from 6,000 to 15,000 lbs. per hour.—Wm. Ringle & Co.

Adair, Ill.—We contemplate the installation of electric power and the erection of a 20,000-bu. annex and other minor improvements to our elvtr. at this place. We may also erect tanks for the storage of oats.—Geo. W. Cole Grain Co., Bushnell.

Kasbeer, Ill.—Contract for the erection of a concrete elvtr. has been let by the Farmers Elvtr. Co. It will consist of 4 circular grain tanks, 18 ft. in diameter and 70 ft. high, with a capacity of 40,000 bus. The Polk-Genung-Polk Co. has the contract.

Springfield, Ill.—E. R. Ulrich, who was long identified with the grain business here under the firm name of E. R. Ulrich & Sons, is now identified with the Realty Syndicate Co., Oakland, Cal., handling real estate overlooking the beautiful Golden Gate.

Watscka, Ill.—The recently incorporated Peoples Grain & Lumber Co. was organized for the purpose of consolidating the firms of Gregory & Daniel, handling grain and coal, and F. W. Martin, dealing in lumber and coal.—Homer Bell, mgr. Farmers Grain Co.

Catlin, Ill.—I have sold and will give possession of my elvtr. to the Farmers Elvtr. Co. as soon as I can get the grain shipped out. I will not buy any more grain but will receive what I have contracted for.—R. K. Byerly, John E. Zink will manage the elvtr. for the new company.

Princeton, Ill.—We have changed our headquarters from the office adjoining the elvtr. to the coal office, formerly owned by John Gustavson, just across the street. We purchased and took possession of this building Apr. 1, together with the grounds and shed.—Lucian Bass, mgr. Farmers Elvtr. Co.

Crossville, Ill.—William C. Smith, of Carmi, has let contract for an elvtr. of from 30,000 to 35,000 bus. capacity of ear corn. Up-to-date machinery will be installed in the house, which will cost approximately \$25,000. Work will start soon and the building will be ready to receive corn in the fall.—C.

Sterling, Ill.—Simons, Day & Co., of Chicago, have taken over the grain office of Robert J. Reid. This office will be under the supervision of Minthorne M. Day, who has charge of offices conducted by the company at Rockford, La Salle, Princeton, Ill., Waterloo, Cedar Rapids, Washington and Ochevedan, Ia.

Springfield, Ill.—According to the Assembly Bulletin, 403 of the 1,400 bills introduced into the present legislature provide for an increase in the taxes of the people of Illinois, so it seems to be up to the taxpayers of the state to get busy and whip this swarm of tax increasing measures into some practical form, if it is deemed advisable to increase the taxes. The bill levying excise taxes upon the capital stock of corporations and on the gross receipts of insurance companies has not yet got past the Appropriations Com'ltee.



Ashton, Ill.—J. Melvin Bergeson, of Earlville, purchased and took possession May 7 of the elvtr. of L. J. & R. W. Jeter at this station. The sale was made thru Jas. M. Maguire. While it is the first venture of Mr. Bergeson in the active handling of grain, he has had a wide experience in the construction of grain elvtrs.

Decatur, Ill.—We will add 10,000 bus. to the storage capacity of our elvtr. here, 6 cars to our flour and feed storage, and one stand mill to increase our scratch and chick output, as the demand for our feeds is working us nights. We have placed American flags on all our country elvtrs.—Shellabarger Elvtr. Co.

Prophetstown, Ill.—Frery & Frary are now operating the elvtr. formerly conducted by J. E. Frary & Son. J. E. Frary, on account of his advanced age, retired in favor of his younger son, Brace M. Frary. C. E. Frary, who was mgr. for the former firm for 15 years, will conduct all business in the same manner as in the past.

#### CHICAGO NOTES.

The C., M. & St. P. has canceled the \$2.25 per diem charge on shipments loaded in foreign cars handled between points in the Chicago switching district.

Oscar T. Hulburd retired Apr. 30 from the firm of Hulburd, Warren & Chandler and on May 1 DeForest Hulburd and L. L. Winters were admitted to partnership.

Arthur Leask, mgr. of the branch office of Ware & Leland at Sioux City, Ia., for the past 2½ years, has engaged in the grain business here. He is a member of the Board of Trade.

The directors ordered an amendment posted for ballot advancing commission rates on grain futures from \$7.50 to \$10, and also putting all trades between members on a brokerage basis.

The firm of Pynchon & Co. succeeded Raymond, Pynchon & Co. on May 1. Henry Raymond retired and posted his membership in the Board of Trade for transfer to F. S. Waller, who is a member of the new firm.

Peter P. Gluck, of New Orleans, E. S. Emerson, of Boston, Leo Blumenthal, of San Francisco, F. S. Waller, J. F. B. Robertson and Charles Bednorz have been admitted to membership in the Board of Trade. The memberships of Henry Raymond, C. T. Hulburd, A. E. Hartley, A. B. Friedman, John R. Boone, Moses Blum and Samuel I. Karger have been posted for transfer. Memberships are quoted at \$4,600.

Fire on Apr. 30 destroyed the old elvtr. of the L. C. Huck Malting Co., containing about 60,000 bus. of oats and 20,000 bus. of wheat, with an approximate loss of \$105,000. The grain, which was intended for export, was owned by Hales & Edwards, and was valued at \$75,000. The loss is covered by insurance. The fire was caused by an oxy-acetylene blow torch in the hands of a careless workman. An empty bin started to burn first.

An amendment to the rules of the Board of Trade has been posted by the directors for ballot, changing the rate for storage on grain after July 1 to one-twenty-fifth cent per bushel per day after the first 10-day period. Formerly the rate was one-fortieth cent and at present is one-thirtieth cent. The public warehousemen raised their rates by publication Jan. 1 as required by law, and the Board is amending its rules to correspond.

Fire in the plant of the B. A. Eckhart Mfg. Co. May 2 burned the supports from under a 50,000-gallon water tank, which fell and burst, tearing two holes in the curtain wall of the west elvtr. and crushing 2 loaded grain cars, on a nearby siding. A few hundred bushels of grain were damaged, not by fire but by water; and the operation of the plant was not interrupted. The loss is estimated at \$15,000. An investigation is being made to ascertain the cause of the fire.

#### INDIANA

Taylorville, Ind.—Frank Richards now owns an elvtr. at this station.—X.

Lapel, Ind.—Shetterly Bros. have incorporated to handle grain, hay and feed.

Homer, Ind.—We will improve our elvtr. at this station.—T. H. Reed & Son, Rushville.

Mongo, Ind.—We are building a warehouse adjoining our elvtr.—Smith & Wingard.

Tipton, Ind.—An attempt was made recently to set fire to the elvtr. and mill of D. R. Smith.

Berne, Ind.—The Berne Grain & Hay Co. has increased its capital stock from \$30,000 to \$60,000.

Ligonier, Ind.—Lyon & Greenleaf have removed their headquarters from Wauseon, O., to this place.

Gosport, Ind.—The Brewer Mfg. Co. contemplates the installation of an elvtr. this year.—Grant Cassel.

Griffin, Ind.—The Price Elvtr. & Grain Co. has made improvements in its elvtr. and intends to make more.

Tillmans sta. (Baldwin p. o., Ind.—We intend to remodel our elvtr. at this station.—Nathan Grain Co., Ft. Wayne.

Maxwell, Ind.—Improvements are being made in the elvtr. of Brandenburg & Carleton. The capacity is being increased.

Hamlet, Ind.—The Ogle-Cook Grain Co. has bot the elvtr. of the Three-I Grain Co. from C. W. Lee & Son.—M. Cook.

Forest, Ind.—Work is progressing on the iron clad elvtr. for which A. E. Betts & Son recently let contract to W. S. Moore.

Hatfield, Ind.—We have bot the warehouse of the Farmer Supply Co.—D. Kopp, sec'y-treas. Rockport Mfg. Co., Rockport.

Castleton, Ind.—An elvtr. is being erected at this station, which is 2 miles north of Indianapolis.—D. Metzger, Rolling Prairie.

Topeka, Ind.—We will install a new cleaner and build another elvtr. leg in our elvtr. here.—Nathan Grain Co., Ft. Wayne.

Rolling Prairie, Ind.—The South Bend Grain Co., of South Bend, has moved an old mill to the site of my burned elvtr.—D. Metzger.

Huntertown, Ind.—The Huntertown Grain Co. is erecting a new office building. Dan Steiner has been elected mgr. of the company.

Spencer, Ind.—The elvtr., formerly operated by F. D. Cooper, has been idle for about 2 years and Mr. Cooper has moved away.—X.

Coatesville, Ind.—I have bot the 8,000-bu. elvtr. and 60-bbl. mill of Davis & Johnson, located on the P. C. C. & St. L. M. R.—F. A. Rouse.

Mt. Vernon, Ind.—A. Waller & Co., of Henderson, Ky., are building a 60,000-bu. elvtr. The Reliance Construction Co. has the contract.

Ridgeville, Ind.—D. G. McFadden is installing electric motors and putting in an attrition mill. The Efficient Erecting Co. is doing the work.

Montpelier, Ind.—I am building a cement block building, 20x40 ft., and will use it mostly for seed. A Clipper Cleaner will be installed.—H. L. Walker.

Boyleston, Ind.—The Boyleston Elvtr. Co. is installing an attrition mill, ear corn crusher and chain drag. The Efficient Erecting Co. is doing the work.

Fountain City, Ind.—The Powell Elvtr. Co. is erecting a building for storing grain, seeds and flour as its present plant is too small to accommodate its increasing business.

Gaston, Ind.—The elvtr. of the Goodrich Bros. Hay & Grain Co. caught fire Apr. 27 from the explosion of gasoline, but little damage was done. A valve blew out of the engine and made a hole in the gasoline tank just above, causing the gasoline vapor to explode. The flames, which spread rapidly, were extinguished by a few buckets of water.

Kirklin, Ind.—Leslie Conaroe, of Frankfort, has purchased thru Nat Claybaugh, broker, the controlling interest in the Kirklin Elvtr. Co. He has already taken charge.—W. A.

Jamestown, Ind.—V. D. Clark, formerly in the elvtr. and grain business, bot and took possession Apr. 3 of the elvtr. and mill of the Jamestown Mfg. Co., of which Z. E. Bennett was prop.

Evansville, Ind.—Julius Artes, mgr. of the Union Elvtr., recently participated in a campaign to raise \$500,000 to locate a college here. Mr. Artes made a liberal donation to the fund.—C.

Grandview, Ind.—We are building a warehouse to be used for buying wheat, corn and hay and to sell our mill output in this city.—D. Kopp, sec'y-treas. Rockport Mfg. Co., Rockport.

Redkey, Ind.—The Farmers Equity Union intends to erect an elvtr. as soon as its organization is completed. It expects to be ready for business this summer.—W. C. Current, temporary sec'y-treas.

Fountain sta. (Covington p. o.), Ind.—Work has been started on the new elvtr. of Ed Foster and Dr. A. C. Holley on the Wabash R. R. It will have a capacity of about 40,000 bus. and will be finished to handle the new crop.

Red Key, Ind.—The G. L. Watson Grain Co. will remodel its elvtrs. here and at Powers. On account of the shortage of cars the capacity of the elvtr. at this place will be increased from 20,000 bus. to 40,000 bus. New machinery will be installed.

Galveston, Ind.—Harry E. and Paul Garrison have bot and will take possession at once of the elvtr. of Luther E. Greenwood, which they will operate under the name of Garrison Bros. The sale was closed by Nat P. Claybaugh.—W. A.

St. Johns sta. (Bingen p. o.), Ind.—We have purchased the elvtr. of the Raymond P. Lipe Co., located on the Ft. Wayne Jackson Branch of the N. Y. C. We will rebuild and make a thoroly up-to-date elvtr. of same.—Nathan Grain Co., Ft. Wayne.

Frankfort, Ind.—The J. T. Sims Grain Co. has put in a new feed grinding outfit and seed cleaning machinery. The Efficient Erecting Co. did the work. The company is now building 4 concrete grain tanks, which will give it 25,000 bus. additional storage.

Pike sta. (Lebanon p. o.), Ind.—Frank P. McComas and Newton L. Brant, of Frankfort, purchased a site and are erecting an elvtr. on the new Pennsylvania R. R. Coal yards will be established in connection. This station is 12 miles south of Frankfort. Nat P. Claybaugh negotiated the sale.

Columbia City, Ind.—The Farmers Mill & Elvtr. Co. has let contract for the erection of 5 concrete grain tanks, spaced 4 ft. apart and connected with straight walls, forming an interstice bin in the center. The bins are 12 ft. in diameter, 77 ft. high, and have a capacity of 20,000 bus. The Polk-Genung-Polk Co. has the contract.

Poster sta. (Covington p. o.), Ind.—We have taken down our house at this station and are building a 22x39 ft. elvtr. and 5 concrete storage tanks, 40 ft. high. The capacity of the elvtr. and tanks is 33,000 bus. We will install a Fairbanks Morse Type Y Oil Engine and automatic scales. Contract for the elvtr. has been let to the Reliance Construction Co.—W. M. Moore, of Covington Grain Co., Covington.

Simpson Crossing (Markle p. o.), Ind.—Work has been started on a 50,000-bu. elvtr., on the new Pennsylvania R. R., at this station which is 7 miles south of Frankfort. Frank Strange, W. B. Kramer, Jr., Elwood Coffing, H. S. Irvin and Richard Ragan are interested. W. S. Moore has the contract. The main building will be 32x36 ft. and 90 ft. high, and the corn crib will be 20x20 ft. and 40 ft. high. Equipment includes Richardson Automatic Scales, 7x18 in. buckets, and Philip Smith Machinery.

Collett, Ind.—The Farmers Elevtr. Co. has been organized, with a capital stock of \$10,000, with Forest Jack as pres. A site has been purchased and an elvtr. will be erected by Aug. 1, at a cost of about \$10,000. Hay, live stock and farm supplies will be handled in connection.

Woodburn, Ind.—The recently incorporated Farmers Equity Exchange has bot both old elvtrs. and the mill of the Woodburn Elevtr. & Mfg. Co. and will take possession July 1. Coal, flour, salt, cement, hay, stock, fence posts, twine and feed will be handled in connection.—H. A. Boesch, sec'y-treas.

## INDIANAPOLIS LETTER.

Governor Goodrich has appointed John W. McCordle, grain dealer, to serve as a member of the Indiana Public Service Commission.—C.

Chas. B. Riley is chairman and treas. of the commission appointed by the governor of Indiana to investigate conservation of food supplies.

Grain dealers of the state appeared before the Indiana Public Service Commission May 8 and conducted a hearing on the transportation situation, arising out of the inability of the L. E. & W. Railway Co. to procure cars to move grain stored in elvtrs. in the northern and central part of the state. The condition along that line is reported to be serious.

Work is progressing on the 500,000-bu. elvtr. under construction for the H. E. Kinney Grain Co. and the Urmston Grain Co. It is being erected on the Big Four R. R. and will have a handling capacity of 15,000 bus. an hour. The reinforced concrete working house, equipped with up-to-date machinery for cleaning, drying and conditioning grain, was erected some time ago but work on the 29 reinforced concrete tanks, of 15,000 bus. capacity each, has just begun. The structure will be completed by July 1 at a cost of \$150,000. The upper part of the work house will have bin capacity for 65,000 bus. An annex, which will double the capacity of the elvtr., will be built early next year.

## IOWA

Wallingford, Ia.—Farmers are planning to build an elvtr.

Rodman, Ia.—I am now local mgr. of the Royal Lumber Co.—J. A. McNabb.

Elkader, Ia.—Bids have been called for the erection of an elvtr. here.—K. A.

Shelby, Ia.—We are installing a new electric motor in our elvtr.—J. F. Dow & Co.

Wall Lake, Ia.—Wm. Claussen contemplates installing electric power in his elvtr.

McIntire, Ia.—The Farmers Equity Elevtr. Co. is being organized to operate an elvtr.

Sac City, Ia.—J. Wilbur Neal is now mgr. of the Independent Farmers Elevtr. Co.

Laurens, Ia.—The Farmers Trading Co. is planning to build an elvtr. on the Rock Island.

Sloan, Ia.—The Farmers Elevtr. Co. has decided to rebuild its elvtr. in the near future.

Plainfield, Ia.—The Farmers Elevtr. Co. will build an elvtr.—Stanley R. Smith, Tripoli.

Alleman, Ia.—The Farmers Elevtr. Co. has taken over the business of the Farmers Grain Co.

Thornton, Ia.—The Farmers Elevtr. Co. will build a new elvtr.—John C. Jindrich, Swaledale.

Ft. Dodge, Ia.—The Farmers Elevtr. Co. is installing a new 10-ton Howe Scale and a dump.

Sioux City, Ia.—The Updike Grain Co. will open offices here with E. P. Comstock in charge.

Rock Rapids, Ia.—We will rebuild our coal sheds at this station.—Davenport Elevtr. Co., Davenport.

Bancroft, Ia.—The Farmers Elevtr. Co. has let contract for its new elvtr. to the Newell Construction Co.

Tripoli, Ia.—I will build an elvtr. to replace my house, which I am now taking down.—Stanley R. Smith.

Corley, Ia.—The recently incorporated Farmers Grain & Mercantile Co. will take over the old elvtr. here.—H.

Sheffield, Ia.—The Farmers Elevtr. Co. will build an elvtr. on the M. & St. L.—John C. Jindrich, Swaledale.

Ritter sta. (Sheldon p. o.), Ia.—The Farmers Elevtr. Co. is installing a new dump to replace its old one.

Adair, Ia.—We are installing electric motors in our elvtrs. here and at Casey.—Davenport Elevtr. Co., Davenport.

Center Point, Ia.—We recently painted our elvtr. and are now putting a new roof on our coal sheds.—L. J. Dennis.

Beaman, Ia.—The Farmers Elevtr. Co. is taking down its old coal sheds and will build new sheds to replace them.

Merrill, Ia.—James Kelly, of Meriden, has succeeded Fred Hassmann, who resigned as mgr. of the Farmers Elevtr. Co.

Mediapolis, Ia.—M. E. McCray is operating an elvtr. here on his own account.—F. B. Lutes, agt. A. D. Hayes Co.

Farragut, Ia.—Russell Hedges, of Beaver City, Neb., is now working in the elvtr. of the Nebraska-Iowa Grain Co. here.

La Porte City, Ia.—The Producers Elevtr. Co., which recently sold its elvtr. to F. E. Hoyt, has filed notice of dissolution.

Wapello, Ia.—R. A. Wiederrecht has been appointed mgr. of the recently acquired elvtr. of the Farmers Union Elevtr. Co.

Sulley, Ia.—Carrel Macy, of Macy Bros. & Awtry, grain dealers, was married Apr. 17 to Miss Vivian Hull, of New Sharon.

Modale, Ia.—Sharpnack & Co. have finally secured a site from the railroad company and will build an elvtr. at once.

Emerson, Ia.—We have installed an In-vincible Cleaner and a 15-h. p. General Electric Motor in our elvtr. here.—Gund & Sien.

Hutchins, Ia.—The headquarters of Mullin & Dougham, who recently purchased an elvtr. at Bolan, will be located at this place.

Pierson, Ia.—I am now mgr. of the Farmers Elevtr. Co. at this place.—Fred Hassmann, formerly mgr. Farmers Elevtr. Co., Merrill.

Hancock, Ia.—The elvtr. of the E. Rothschild Co. is being remodeled and the dump is being placed on a level with the ground.

Spirit Lake, Ia.—The recently organized Farmers Elevtr. Co. will be incorporated, with a capital stock of \$15,000. Peter Resch is pres.

Rose Hill, Ia.—Charles Bass and Tom Denney bot and took possession Apr. 16 of the elvtr. of Gip Bolles, who is considering moving to Montana.

Fonda, Ia.—A team of horses recently dropped into the dump at the elvtr. of Guy F. Wilde, when the casting on the new dump gave way.

Davenport, Ia.—Four sticks of dynamite were found recently secreted in coal consigned to the Western Flour Mills Co., operating an elvtr. and mill.

Sioux City, Ia.—E. C. Prescott, local mgr. of the Armour Grain Co., will be transferred to another point when the company gives up its office here.

Superior, Ia.—The Farmers Elevtr. Co. has been organized with a capital stock of \$10,000. B. A. Wilkinson is pres. and R. J. McGowan, sec'y, of the company.

New Market, Ia.—F. J. Rogers has let contract to the R. M. Van Ness Construction Co. for the erection of an up-to-date elvtr. Work will be started at once.

Mapleton, Ia.—The Farmers Grain & Lumber Co. has succeeded the Mapleton Mfg. Co. It is operating the elvtr. but has discontinued the milling business.—X.

Whiting, Ia.—C. E. Kelley, mgr. of the Farmers Elevtr. Co. at Matlock, has succeeded C. G. Williams, who resigned as mgr. of the Farmers Elevtr. Co. here.

Ira, Ia.—The Clark Brown Grain Co. will erect a new 30,000-bu. elvtr. here. Some of the material is on the ground at the present time.—A. N. Peterson.

Lake City, Ia.—The Farmers Elevtr. Co. will rebuild its coal sheds to accommodate 300 tons and will replace the gasoline engine in its elvtr. with 2 electric motors.

Garner, Ia.—The Farmers Co-operative Co., which recently succeeded the Garner Grain Co., now operates 2 elvtrs. on the C. M. & St. P. and one on the M. & St. L.

Ladora, Ia.—We have employed A. M. Ward, of the Farmers Elevtr. Co., Goldfield, to succeed S. K. Rosenberger as mgr. of our company.—Ladora Lumber & Grain Co.

Sexton, Ia.—The Hunting Elevtr. Co. has let contract for the erection of a large annex to its elvtr. Work will be started at once by T. E. Ibberson, who has the contract.

Keswick, Ia.—The Keswick Lumber Co. is building a 20,000-bu. elvtr., equipped with a Fairbanks Automatic Scale and a 15-h. p. Fairbanks Oil Engine. The Younglove Construction Co. has the contract.

Elliott, Ia.—C. E. DeWitt is improving his elvtr. The driveway is being moved from the south to the west side and new bins are being constructed for the surplus grain.

Akron, Ia.—The Farmers Grain Co. has increased its capital stock from \$25,000 to \$75,000. The company will establish branch houses at Westfield and Chatsworth.

Polk City, Ia.—We intend to remodel our plant here by erecting a 15,000-bu. annex and installing a sheller, cleaner and automatic scale.—Central Iowa Grain Co., Des Moines.

Council Bluffs, Ia.—Work has been started on the elvtr. of the C. & N. W. Ry., which will be operated by the Updike Elevtr. Co. A 10,000-bu. grain drier will be installed.

Donahue, Ia.—Rohlk & Goettsch will build a lumber shed, 64x100 ft., and start in the coal business. They are undecided whether they will build a regular coal shed or coal pocket.

Ely, Ia.—We will tear down our old coal shed and rebuild on another site. We will probably build a feed and seed warehouse, and will install power cleaning machinery.—F. J. Krobe & Co.

Walnut, Ia.—G. H. Bunton & Son, of Atlantic, are erecting a 10,000-bu. annex to their elvtr. It will have a spiral conveyor at top and bottom for filling and emptying. The Younglove Construction Co. has the contract.

Des Moines, Ia.—Many of the elvtrs. and mills of Iowa are being watched by armed guards to prevent fires. Adjutant General Logan advised this precaution. The entire First Regiment is now in active service, but no additional troops are available until the government issues a call for the other Iowa troops.



Bill your next Car of Grain  
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**HENSEY & OWEN**  
GRAIN COMMISSION  
MILWAUKEE



McCalsburg, Ia.—The Farmers Grain Co. has bot the elvtr., grain and lumber business of Larson Bros. and now owns 2 elvtrs. here. Frank Hanson has been employed by the company.

Thompson, Ia.—The Farmers Elvtr. Co. has bot the elvtr. of the Atlas Elvtr. Co. and the company has transferred J. E. Cunningham, former agt., to Lester to manage its elvtr. there.

Des Moines, Ia.—M. McFarlin has been elected pres. and William Farrell vice-pres. of the Central Iowa Grain Co. The company has placed guards at all its elvtrs. in the state to prevent incendiary fires.

West Branch, Ia.—My elvtr. is complete with the exception of installing an automatic scale and grain cleaner. I have purchased a residence and expect to make this place my future home.—Jos. Schonborn.

Sibley, Ia.—We recently installed a new 2,000-bu. automatic scale at our elvtr. here. We may build an oat house in September at one of our stations if crop is good and prices get down around the 40's.—L. B. Spracher & Co.

Crockier, Ia.—We intend to build at once a 20,000-bu. up-to-date elvtr. to replace our 45,000-bu. elvtr. and annex, which burned Apr. 22, together with 15,000 bus. of oats and 1,000 bus. of corn.—Central Iowa Grain Co., Des Moines.

Davenport, Ia.—J. H. Curryer, formerly mgr. of the Purity Oats Co., who disappeared after losing between \$30,000 and \$40,000 of the company's money thru speculation, has returned to this city and his accounts are being checked.

New Albin, Ia.—The regular elvtr. operators at this station are the Farmers Stock & Produce Co. and Henry Reeves. Wm. Balentine does not own an elvtr. here, as was recently reported, but I think he works for Mr. Reeves at Prosper, Minn.—X.

Ackley, Ia.—The recently organized Farmers Co-operative Co. is reported to be negotiating for the purchase of the elvtr. of Mowbrey & Lammers. If the deal is not closed the company will build a new house. W. A. Wolf is pres. and Geo. E. Wagner, sec'y.

Templeton, Ia.—We have added the lumber business to our grain, coal and feed business at this station, which we are conducting under the name of the Templeton Lumber Co. We have built a lumber shed, 100x48x14 ft.—Chas. Dozier Grain Co.

Blairtown, Ia.—The new addition to our office is about finished and ready for occupancy. Our annual meeting was held recently, and the reports showed a very successful year. B. L. O'Neil has been retained as mgr. for the ensuing year.—Farmers Elvtr. Co.

Cloverdale, Ia.—Stockdale & Maack, of Estherville, are erecting a 15,000-bu. annex of cribbed construction on a concrete foundation. It will be fitted with a spiral conveyor at top and bottom for filling and emptying. The Younglove Construction Co. has the contract.

Superior, Ia.—Greig & Zeeman, of Estherville, are erecting a 15,000-bu. annex of cribbed construction on a concrete foundation. It will be fitted with a spiral conveyor at top and bottom for filling and emptying. The Younglove Construction Co. has the contract.

Sioux City, Ia.—The Vanderslice-Lynds Co., of Kansas City, Mo., has taken over the grain office, which has been operated by Ware & Leland, of Chicago, Ill. Arthur Leask, who has been in charge for the last 2½ years, has now gone to Chicago to engage in the grain business.

Sioux City, Ia.—The Slaughter-Burke Grain Co. has been organized and on June 1 will take over the business of the Fields & Slaughter Co. S. A. and A. S. Burke will enter the business with William Slaughter. The private wire of the Armour Grain Co. will be taken over. E. J. Fields will retire from the firm and take over the Akron Mig. Co.

Henderson, Ia.—Work has been started on the new 25,000-bu. iron clad elvtr. for which W. H. Harbor recently let contract to the R. M. Van Ness Construction Co. It will be equipped with electric power and will replace the one which burned Mar. 26.

Stout, Ia.—The Farmers Elvtr. Co. is building a 30,000-bu. up-to-date elvtr. Equipment includes a 10-h. p. Fairbanks Oil Engine, 16x6 ft. Dump Scale in dump, 1,500-bu. Automatic Scales, rope transmission and manlift. The Younglove Construction Co. has the contract.

Scranton, Ia.—The Farmers Elvtr. Co. will build a 25,000-bu. elvtr. to replace the one which burned Feb. 22. Equipment will include a 1,500-bu. Fairbanks-Morse Automatic Scale in the cupola and an 8-ton Fairbanks Platform Scale. Contract will be let at once and the building will be completed before harvest.—G. D. French, mgr.

Kamrar, Ia.—An unsuccessful attempt to burn the elvtr. of the Farmers Elvtr. Co. was made Apr. 27. The building was filled with corn and oats. A bundle of rags, saturated with gasoline, was lighted and placed under the door sill, but for some reason, the blaze went out. A watchman has been placed at the elvtr. to guard it at night.

Council Bluffs, Ia.—Grain in the elvtrs. at this place on Jan. 1, the date the annual assessment of property in Iowa is supposed to be made, is taxable, according to a view taken by the assessor and his legal advisers, notwithstanding it has never been taxed here. Many conferences have been held regarding the matter, both here and in the offices of the grain companies in Omaha, and the grain men have protested vigorously against being subjected to this tax.

## KANSAS

Gem, Kan.—The Farmers Union has bot the elvtr. of Henry Westerman.

Pierce Jctn., Kan.—The Farmers Union Ass'n will build a residence for its mgr.

Glascos, Kan.—The Morrison Grain Co. will rebuild its elvtr., which burned Mar. 26.

Mingo, Kan.—G. E. Sedore is in charge of the elvtr. of the Farmers Union Elvtr. Co.

Cleveland, Kan.—O. E. Case is now mgr. of our elvtr.—Farmers Grain & Mercantile Co.

Shaffer, Kan.—All the elvtrs. at this station are closed as there was no wheat crop.—P. M.

Holton, Kan.—C. Brubaker contemplates the installation of an oat and wheat separator.—E.

Liberal, Kan.—We will install a new 5-ton wagon scale.—J. L. Bridges, agt. Liberal Elvtr. Co.

Long Island, Kan.—W. C. Breer has succeeded A. R. Hicks as mgr. of the Farmers Union Elvtr.—E.

Almena, Kan.—The Central Granaries Co. has built an elvtr. here. H. H. Groves is the agt. in charge.

Onaga, Kan.—The Farmers Lumber & Grain Co. has been incorporated with a capital stock of \$16,000.

Galatia, Kan.—Plans are being made by the farmers to build an elvtr. on the new branch of the Santa Fe.

Alexander, Kan.—The Kansas Flour Mills Co. is building a new grain office and installed a new scale.

Stockton, Kan.—Frank Wright has been appointed mgr. of the Farmers Elvtr. Co. to succeed Chas. Woodruff.

Larned, Kan.—The Pawnee County Grain Co. is building cement coal bins, with a capacity of 25 cars.

Fellsburg, Kan.—We will build coal bins and an oil house.—W. H. Poling, mgr. Fellsburg Equity Exchange.

Leavenworth, Kan.—Winfield Denton, for many years in the grain business, died recently, aged 70 years.

Atchison, Kan.—We are increasing the capacity of our corn meal mill 300 bbls.—J. W. Blair, of Blair Mig. Co.

Norwich, Kan.—The elvtr. of the Larabee Flour Mills Co. is closed for the season.—V. H. Sipe, of H. O. Thorne.

Bucklin, Kan.—We will make minor repairs in our elvtr.—C. G. Woodworth, mgr. Bucklin Co-operative Exchange.

Sitka, Kan.—W. H. Delinger has an elvtr. under construction at this place.—O. J. Dewey, agt. Wallingford Bros.

Stafford, Kan.—The recently organized Kramer Grain Co., of Wichita, has bot the elvtr. of W. L. Scott & Sons.—T.

Plainville, Kan.—A. J. Goltzbach, formerly mgr. of the elvtr. of the Topeka Grain Co., has purchased the house.

Ontario, Kan.—I have let contract for rebuilding my elvtr. at this station to A. F. Roberts.—C. Brubaker, Holton.

Climax, Kan.—Webb & Walker have removed from this place and placed a man in charge of their elvtr. here.—K. A.

Wetmore, Kan.—The Farmers Union will build a new brick and concrete office and fireproof flour and feed warehouse.

Dorrance, Kan.—An elvtr. will be erected by the Wilson Mill & Elvtr. Co., of Wilson, which has sold its old house at this place.

Atchison, Kan.—I now have charge of the cash grain dept. of the Orthwein Matchette Co. at this city.—R. W. Paulsen.

Stafford, Kan.—We expect to build a warehouse for flour, feed and seed.—C. H. Augustus, mgr. Stafford Grain & Supply Co.

Clare sta. (Olathe p. o.), Kan.—Contract for the erection of an elvtr. has been let by S. F. Hacker. Work will be started at once.

The Kansas Grain Dealers Ass'n will hold its annual meeting May 29 to 31 at Kansas City, Mo., with headquarters at the Coates House.

Wellington, Kan.—The Sumner County Farmers Union Ass'n has been incorporated to operate elvtrs. and stores in Sumner County.

La Crosse, Kan.—The Smith & Weigand Grain Co. is operating the elvtr., which it recently purchased from the H. S. Fish Grain Co.

Dodge City, Kan.—The Dodge City Co-operative Exchange has completed the elvtr. for which it let contract to the White Star Co.

Penalosa, Kan.—The erection of an elvtr. is planned by the recently organized Farmers Elvtr. Co., of Lerado sta. (Langdon p. o.)

Stark, Kan.—We have succeeded L. G. Murry in the grain business and may build a corn dump if the corn crop justifies it.—Stark Grain Co.

Florence, Kan.—O. F. Cuning has been placed in charge of the elvtr., which the Florence Grain & Coal Co. bot from George C. Carle.

Brenham sta. (Haviland p. o.), Kan.—The Brenham Mercantile Co. will erect new coal sheds, of 12 cars capacity, in connection with its elvtr.

Liberal, Kan.—It is understood that the Bolin-Hall Grain Co., of Hutchinson, will build an elvtr. to replace the one, which burned last fall.—L.

Lawrenceburg sta. (Clyde p. o.), Kan.—The Clyde Co-operative Co. took over the Lawrenceburg Elvtr. on Apr. 1. It is now being operated by C. L. Scott.

Muscotah, Kan.—Calvert & Kelly have succeeded Calvert & Seven. A 15,000-bu. elvtr. is being erected to replace the one which burned some time ago.

Speed, Kan.—Contract for the erection of a 15,000-bu. elvtr. has been let by the Farmers Union to replace its old house. Phil Blauer will be in charge.

Herkimer, Kan.—I am pres. of the Herkimer Co-operative Stock & Grain Co., which has erected an elvtr. Raemer & Meier are no longer in business here.—Geo. Bluhm.

Kiowa, Kan.—Ed D. Hagenmaster, who was mgr. of the elvtr. of the Farmers Elvtr. Co., which burned Mar. 4, died recently at Stafford, Kan.—P. M.

Alton, Kan.—Work has been started on the concrete storage tanks for which the F. W. Gaunt Grain Co. recently let contract, as an addition to its elvtr.

Gypsum, Kan.—The defunct Ball Mfg. Co. partly erected an elvtr. before it went into the hands of a receiver. The building has never been completed.—X.

Dellvale, Kan.—Our elvtr. has been repaired and put in first-class condition. Automatic Scales have been installed.—A. E. Maxwell, agt. Derby Grain Co.

Trousdale, Kan.—We intend to build a warehouse for flour and feed, and we may install a car loader in our elvtr.—L. A. Coons, mgr. Trousdale Co-operative Exchange.

Price sta. (Sabetha p. o.), Kan.—I am rebuilding and remodeling my houses. I will install a cleaner, car loader and wagon scales and will paint the elvtr.—M. J. Steiner.

South Mound, Kan.—I bot and took possession Apr. 1 of the 10,000-bu. elvtr. of Denton & Limbocker. I will conduct a general grain and feed business.—J. F. Denton.

Bucklin, Kan.—C. D. Jennings has taken out his gasoline engine and a 15-h. p. electric motor has been installed in its place.—P. O. Davis, agt. Kansas Flour Mills Co.

Glen Elder, Kan.—The Kaul Mfg. Co. incorporated; capital stock, \$100,000. This will be the corporation name for F. M. Kaul & Sons, operating an elvtr. and mill here.

Hoisington, Kan.—Guy Carson, who has been employed by the Ochs Grain Co. for the past year, has enlisted in the army. D. O. Garman has succeeded him with the grain company.

Minneapolis, Kan.—The Farmers Elvtr. Co. is making extensive improvements. The machinery has been removed from the alfalfa mill, which is being remodeled to be used for corn storage.

Wheeler, Kan.—We have a 15,000-bu. elvtr. in course of construction at this place. It will be covered with galvanized iron.—C. J. Slater, vice-pres. Central Granaries Co., Lincoln, Neb.

Fowler, Kan.—It is understood that the Fowler Equity Exchange will erect an elvtr. on a spur, which the Rock Island is now constructing. Contract for the elvtr. has not been let as yet.—T.

Kiowa, Kan.—The O. K. Grain & Mercantile Co. has been incorporated to build and operate a large fireproof elvtr., on the Santa Fe. Louis Mott is pres. and Wm. N. Geener, sec'y of the company.

Phillipsburg, Kan.—J. D. Wallace caught his arm in a belt while working around one of the shaftings in the elvtr. of the Phillipsburg Mill & Elvtr. Co. It was severely bruised and twisted before it was released.

Hesston, Kan.—The Moundridge Mfg. Co., of Moundridge, has let contract for an elvtr. and office to the White Star Co. Equipment includes a General Electric Motor, Fairbanks Wagon Scale and a manlift.

Blue Rapids, Kan.—We are enlarging our corn crib and will make general repairs. We purchased a motor truck and built a garage for it, which was attached to our corn crib.—Blue Rapids Mfg. & Elvtr. Co.

St. John, Kan.—We are substituting electric power for the gasoline engine which has operated our elvtr., and will also put in electric lights. It has taken us over 5 months to get a motor.—F. L. Harter, mgr. Farmers Grain & Coal Co.

Wellington, Kan.—The Romine Mfg. & Elvtr. Co. has been organized, with a capital stock of \$10,000, with H. M. Lichty as pres., H. F. Harbaugh, treas., and S. L. Romine, sec'y-mgr., to build an elvtr. and mill. Mr. Romine was formerly with the Aetna Mills Co.

Pratt, Kan.—We had planned to build a new elvtr. this spring, but on account of the poor crop conditions the project has been abandoned. We have increased our capital stock from \$10,000 to \$20,000.—J. V. Harkrader, mgr. Pratt Equity Exchange.

Sterling, Kan.—We have succeeded the Farmers Co-operative Shipping Ass'n. The Farmers & Growers Elvtr. has made an assignment. The Harry Lloyd Elvtr. has been closed on account of the death of Mr. Lloyd.—A. H. Ecton, mgr. Farmers Co-operative Union.

Stafford, Kan.—Our reinforced concrete elvtr., built 2 years ago, is giving the best of satisfaction, but I do not like that material for office construction, as it was used in our office at any rate.—O. W. French, mgr. Independent Co-operative Grain & Supply Co.

Ft. Scott, Kan.—Construction work has just been started on 11 concrete grain tanks of 150,000 bus. capacity, for which the Kansas Flour Mills Co. recently let contract to the Southwestern Engineering Co. J. H. Karnes, mgr. of the Oswego Mfg. Co., Oswego, will be mgr.

Brown Spur, Kan.—J. N. Bray has let contract for an elvtr., office, engine room, garage and warehouse to the White Star Co. The elvtr. will be equipped with a 6-h. p. engine, Richardson Automatic Scale, Fairbanks Wagon Scale, manlift and White Star Special Distributor.

Highland, Kan.—Our city will be furnished with electricity from Hiawatha, Kan., on July 1, at which time we will install a 15-h. p. electric motor for power in our elvtr. We will also install a countershaft with a friction clutch pulley to operate the sheller.—Highland Grain Co.

Ford, Kan.—We are building an 18x50 ft. warehouse, for twine, cement and salt, with cellar below for storing potatoes, apples and vegetables. The floor and walls of the cellar are being built of cement and the warehouse of galvanized iron. Work will be completed this month.—Ford Co-operative Co.

Wakeeney, Kan.—We have let contract for an up-to-date concrete elvtr., of about 40,000 bus., to Frank Kaucher. The workmen are now taking down the old building and will start the erection of the new house about May 15. We hope to have it completed by the first week in July.—Hardman Lumber Co.

Cedar Point, Kan.—I have just started the erection of a 10,000-bu. iron clad elvtr. Equipment includes a Richardson Scale, cleaner, manlift and I. H. C. Engine. The detached engine room and office are together and are 20 ft. from the elvtr. This is the first elvtr. to be erected at this place.—J. L. Wilkin, Aulene.

Dighton, Kan.—The Rock Mfg. & Elvtr. Co. is building a 25,000-bu. elvtr. to replace the one which it took down. The new house will be equipped with a 7½-h. p. Fairbanks Motor, 6x12-in. cups and manlift. The elvtr., which will be up-to-date in every respect, is about half completed.—E. Crandell, agt.

Salina, Kan.—The Weber-Freeman Mill & Elvtr. Co. has been incorporated, with a capital stock of \$300,000, to erect and operate a reinforced concrete 100,000-bu. elvtr. and 1,200-bbl. mill. The plant will be fully equipped with Aills Chalmers Machinery and will be located on the Union Pacific R. R. Every effort will be made to have the plant in operation by Nov. 1. The company will operate 6 country elvtrs. in connection with the plant here. Joe Weber is pres., Geo. Freeman, owner of the Freeman Grain Co., is vice-pres., and Walter Cravens is sec'y-treas.

## HUTCHINSON LETTER.

The Bolin-Hall Grain Co. has removed to larger quarters in the Rorabaugh-Wiley Bldg.

A railing is being put in the trading hall of the Board of Trade to separate the cash from the futures dept.

Dr. Rose, of Stafford, Kan., has bot the membership in the Board of Trade of Mr. McMillan, of the Bolin-Hall Grain Co.

Joseph Koelsch, for 16 years in the grain business with Gus Oswald, has sold his membership in the Board of Trade to Mr. Oswald and retired from the grain business.

The Board of Trade has passed a rule providing that no person will be admitted to the trading floor without a visitor's ticket, which will be limited to 10 visits in 30 days.

The Morton Grain Co. has moved into the offices vacated by the Bolin-Hall Grain Co. in the Rorabaugh-Wiley Bldg. The Stevenson Grain Co. will also be located in these offices until the Miller-Stevenson Grain Co. is liquidated, when it is understood it will discontinue its grain business.

The report that the Kansas Grain Co. has been sold to T. J. Holdridge is correct. The elvtr. property at the following stations was included in the transaction, our other elvtrs. having been sold separately last fall: Abbyville, Ardell, Belpre, Dillwyn, Elinwood, Garfield, Kent, Kinsley, Lewis, Lovewell, Macksville, Oak Hill, Pawnee Rock, Plevna, Raymond, Sylvia, Zenith and Williams. The property is to be turned over June 1, at which time all of the old stockholders step out. We have no information as to Mr. Holdridge's plans, but no doubt this line will be continued as a separate organization under the present charter and name. We think L. B. Young, who is now pres. of this concern, will retire from active business. At this time the writer has no definite plans. It is understood that the rest of the organization will be retained by the new organization.—R. W. Vance, sec'y.

## TOPEKA LETTER.

John F. Jones has moved to this city from Wakeeney to take charge of the 250,000-bu. concrete elvtr., which the recently incorporated Golden Belt Grain & Elvtr. Co. will build.—K.

Plans are now being made to protect all of the larger elvtrs. and mills in Kansas. Governor Arthur Capper has wired Sec'y of War N. D. Baker for permission to call out the Kansas National Guard.

We have commenced the construction of reinforced concrete storage tanks and handling house, with a capacity of 190,000 bus. of wheat. This, in addition to our present storage, will give us 250,000 bus. wheat storage. The Lehreck Construction Co. has the contract. We are installing the machinery ourselves, which will include a 2,000-bu. Howe Hopper Scale.—Topeka Flour Mills Co.

## WICHITA LETTER.

We are operating elvtrs. at Cheney, Medicine Lodge and Pixley, on the A., T. & S. F., Furley, on the C. R. I. & P., and at Stafford, on the Mo. Pac.—Jesse Nebergall, mgr. Kramer Grain Co.

The Wichita Board of Trade's annual "At Home" will be held on May 24 and 25. The usual speakers will be arranged for and the order of Niarg's will have charge of the entertainment features.—Jas. H. Sherman, sec'y.

Wichita, Kan.—The Larabee Flour Mills Corporation has purchased 22 elvtrs., including the terminal elvtr. at this place, of the Stephens-Scott Grain Co., which will continue in the grain business. Report states that it is negotiating for other elvtrs.

## KENTUCKY

Hardinsburg, Ky.—We will install automatic scales for weighing grain, dust collectors, feeders and mixers during the present midseason.—Hardinsburg Mill & Elvtr. Co.

Henderson, Ky.—A. Waller & Co., grain dealers, have brot suit in the circuit court against X. R. Royster for \$2,080 damages, alleging that Royster failed to deliver 4,000 bus. of corn as he had contracted.—C.



## LOUISIANA

New Orleans, La.—We are indebted to Sec'y H. S. Herring for a copy of the book recently published, entitled "A Brief History of a Commercial Exchange." It contains information regarding the organization and growth of the Board of Trade from 1880 to 1917 and some of its most important activities. It also shows what it has done and is doing for the Port of New Orleans.

MARYLAND  
BALTIMORE LETTER.

The Chamber of Commerce now has only one grain call, at noon each day, and on Saturdays at 11 o'clock.

Arthur Blackburn, of C. P. Blackburn & Co., was married recently to Miss Janet Merryman, of Govans, Md.

Samuel D. Ring, in the grain business here for many years, has made a deed of trust for the benefit of his creditors.

The Chamber of Commerce has subscribed \$2,500 to the \$10,000 fund, which is being raised in this city to help needy farmers in securing seed for this season's planting.

G. Fred Obrecht, John H. Joyeux and Lewis S. Tyler have been admitted to membership in the Chamber of Commerce. The memberships of P. Fred Obrecht and the estate of Geo. P. Cronise have been transferred.—James B. Hessong, sec'y.

## MICHIGAN

Corunna, Mich.—Farmers plan to erect an elvtr.

Howell, Mich.—Claude H. Estey, of Shepherd, has bot the elvtr. of Ray F. Gordon.

Williamston, Mich.—The Williamston Elvtr. Co. has been incorporated, with a capital stock of \$10,000.

Grand Rapids, Mich.—The Lewellyn Bean Co. has increased its capital stock from \$10,000 to \$300,000.

Freeland, Mich.—We are building a 32x40 ft. addition to our elvtr. and installing a 25-bbl. Midget Marvel Mill.—Peoples Grain Co.

Onondaga, Mich.—The elvtr. operated by Belden & Co. was struck by lightning Apr. 18, which started a blaze in the roof. This was extinguished by the rain before much damage resulted.

Grant, Mich.—E. L. Wellman, of Grand Rapids, has bot the elvtr., which J. H. Vandembeldt has been operating under the name of the Grant Elvtr. Co. Mr. Vandembeldt has purchased a farm.

Woodville, Mich.—We intend to enlarge and improve our elvtr. and erect several coal sheds and a building for lime and cement at this station, which is in Bay County.—W. A. Dally, Saginaw.

Marshall, Mich.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$40,000; incorporators, Jos. Fisher, pres., Homer Clute, sec'y, and others. An elvtr. will be erected.

Fremont, Mich.—We have lately begun to handle grain and have shipped 12 or 14 cars of wheat already. We have just put in bins and elvtrs. to facilitate the handling of it.—Fremont Co-operative Produce Co.

Port Huron, Mich.—Frederick Clark has bot the elvtr. and mill, which Charles E. Oliver has been operating under the name of the Model Mlg. Co. Mr. Oliver will retain his interest in the Carsonville Mlg. Co. at Carsonville, Mich.

## DETROIT LETTER.

The continuous quotations of the Detroit Board of Trade were cut off by the Chicago Board of Trade May 2; but were restored after one day.

The Board of Trade will remain in its present quarters for another 3 years, according to a decision of the executive com'ltee. The building, in which it has been located for 22 years, has been sold to a bank so the exchange was looking for new quarters as its lease expired May 1.

The Board of Trade adopted the following cash grain commission rule, effective May 1: On wheat,  $\frac{3}{4}\%$ ; on rye, barley, shelled corn, oats and buckwheat, 1%, excepting that when  $\frac{3}{4}\%$  amounts to less than 1c per bu. on wheat and when 1% amounts to less than 1c per bu. on rye, barley or buckwheat, and  $\frac{3}{4}\%$  per bu. on shelled corn or oats, then 1c per bu. shall be the minimum charge on wheat, rye, barley and buckwheat, and  $\frac{3}{4}\%$  per bu. on shelled corn and oats; ear corn, 2c per 100 lbs. Interest charges: On all grain, mill feed or seeds consigned to any member of this Board, or to any firm or corporation duly represented in its membership; or bot by any member thereof, or by any such firm or corporation and shipped to Detroit, subject either to Detroit weights or inspection, or both Detroit weights and inspection, the receiver or the purchaser, as the case may be, shall charge the current rate of interest on any sum advanced on such consignment or purchase; provided, always, that the minimum rate of interest so charged shall be at the rate of 6% per annum.

## MINNESOTA

Odessa, Minn.—The elvtr. of the Bagley Elvtr. Co. is closed for the season.

Crookston, Minn.—We will make minor repairs on our elvtrs.—S. M. Sivertson.

Glenwood, Minn.—The Atlantic Elvtr. Co. recently built a flour warehouse and coal shed.

Marietta, Minn.—The Farmers Elvtr. Co. is enlarging and remodeling its coal sheds.

Dover, Minn.—Fred Laudon is building an elvtr. to replace the one, which burned Feb. 5.

Correll, Minn.—The elvtr. and coal sheds of the Farmers Equity Exchange have been repainted.

Ellsworth, Minn.—We are installing an electric motor.—Davenport Elvtr. Co., Davenport, Ia.

Thorsborg, Minn.—We have wrecked our elvtr. at this station.—Monarch Elvtr. Co., Minneapolis.

Granite Falls, Minn.—The elvtrs. of the Farmers Elvtr. Co. and the Crown Elvtr. Co. are closed.

Revere, Minn.—The Farmers Elvtr. Co. will make improvements in its elvtr. and build a coal shed.

Everdell, Minn.—We intend to put a new foundation under our elvtr.—Monarch Elvtr. Co., Minneapolis.

Meriden, Minn.—The Farmers Elvtr. Co. has built coal sheds and a salt house in connection with its elvtr.

Triumph, Minn.—The Farmers Elvtr. Co. has let contract for an elvtr. to replace the one which burned Mar. 16.

Gaylord, Minn.—The Pacific Elvtr. Co. will build a new elvtr. to replace the one which burned a short time ago.

Marshall, Minn.—The Marshall Mlg. Co. will make some changes and alterations in its elvtr. T. E. Ibberson will do the work.

Rochester, Minn.—F. W. Whitcomb has taken charge of the Western Grain & Coal Co., succeeding W. F. Caustlin, who was agt.

Appleton, Minn.—The Farmers Elvtr. Co. has let contract for 9,000 bus. additional storage and other improvements in its elvtr.

Montevideo, Minn.—O. L. Bishop is pres. and H. E. Swanson is mgr. of the Farmers & Merchants Elvtr. Co. at this station.

Simpson, Minn.—The Farmers Elvtr. Co. has let contract for remodeling its recently acquired elvtr. to the Grain Dealers Supply Co.

Luverne, Minn.—We have taken out the steam engine formerly used to run the mill and have utilized the room for artificial ice, which we are now handling in connection with our grain, coal, feed, flour and wood business.—Ray Koehn, mgr. Coffey Miller Grain Co.

Porter, Minn.—Improvements will be made in the newly acquired elvtr. of the Farmers Elvtr. Co. T. E. Ibberson will do the work.

Donnelly, Minn.—We are rebuilding our coal sheds, but will not do much repair work on the elvtr.—L. F. Hodgson, mgr. Farmers Elvtr. Co.

Dotson sta. (Springfield p. o.), Minn.—John L. Williams, of South Dakota, recently succeeded E. Balback as mgr. of our elvtr.—Farmers Elvtr. Co.

Pipestone, Minn.—The Farmers Elvtr. Co. has started the erection of 1,700-ton coal bins, which will be constructed of reinforced concrete blocks.

Stewartville, Minn.—The Farmers Elvtr. Co. is repairing the elvtr., which it purchased from the Cargill Elvtr. Co. New machinery will be installed.

Ghent, Minn.—The Farmers Elvtr. Co. has let contract for improvements in its plant, at a cost of several thousand dollars. T. E. Ibberson will do the work.

Watson, Minn.—The elvtr. of the Pacific Elvtr. Co. is closed for the season. A. G. Dahl has succeeded the late H. H. Iverson as mgr. of the elvtr. of the Watson Produce Co.

Wheaton, Minn.—The National Elvtr. Co. has let contract for improvements in its elvtr., including the installation of new cleaners, legs and other equipment. T. E. Ibberson will do the work.

Alden, Minn.—G. A. Swan bot and took possession May 1 of the elvtr. of the La Crosse Grain Co. C. E. Stockman, who has been in charge, will move to Fountain to manage an elvtr. there.

Madison, Minn.—The Farmers Mercantile & Elvtr. Co. will install a new leg and cleaner and put a new foundation under its elvtr. Additional grain storage tanks will probably be built.

Wabasha, Minn.—The new cleaning and transfer elvtr., for which we recently let contract to T. E. Ibberson, will have a capacity of 60,000 bus. The material has been purchased.—R. E. Jones Co.

Blue Earth, Minn.—The Farmers Elvtr. Co. has closed its elvtr. in order to build an addition to it. The Newell Construction Co. has the contract for the annex and will rush work to completion.

Fairfax, Minn.—The elvtr. and mill of the Crescent Mlg. Co. are being guarded night and day. Electric lights have been placed around the buildings. B. C. Bigelow, of Franklin, has secured a position with the company.

Angus, Minn.—H. O. Paulson, mgr. of the Farmers Elvtr. Co., was crushed to death Apr. 27 in the chain belt in the cupola of the elvtr. He had started the machinery preparatory to loading out several cars and, finding repairs necessary, went up in the cupola. His body was extricated after two hours' work.

Dawson, Minn.—The coal elvtr., for which we let contract to T. E. Ibberson, will be of crib construction, equipped with up-to-date machinery. Six overhead hopper bins and 6 storage bins, which can be re-elevated to overhead bins, will be installed. Work will commence as soon as material can get here, which seems hard under the present conditions.—Equity Co-operative Elvtr. Co.

Echo, Minn.—The Farmers Warehouse Ass'n is building a 25,000-bu. elvtr., covered with corrugated iron, on a reinforced concrete slab foundation. Equipment consists of 2 stands of elvtr. legs with rope drive, cleaner, a 1,500-bu. Richardson Automatic Scale, a 6-ton 16x8 ft. dump scale, and a manlift. The power plant, which is out of the ordinary, consists of a 20-h. p. Fairbanks Type Y Semi-Diesel Oil Engine. This engine furnishes power to drive the new elvtr. and is also connected up to the existing elvtr., which will be used largely for handling corn and oats. The smaller grain is being handled in the new house. The engine is installed in a detached brick power house and the offices of the company are adjoining.

Shakopee, Minn.—The elvtr. of the Farmers Elvtr. Co. burned Apr. 26, together with 1,600 bus. of wheat, 400 bus. of rye and 500 bus. of oats, and a quantity of flour, feed and twine. Estimated loss, \$15,000. The loss on the building, which was erected 46 years ago, is partly covered by insurance, and the contents are fully insured. A car, containing 500 bus. of grain, on the track, was destroyed.

## DULUTH LETTER.

The Board of Trade has adopted a resolution favoring national prohibition.

E. H. Conley, first ass't chief grain inspector, has resigned to go with the Hallet & Carey Co. here.

Richard Gibbs, former first ass't deputy inspector at Minneapolis, has succeeded G. H. Tunell as chief deputy inspector here.

H. E. Emerson, for several years state grain inspector at St. Paul, resigned May 1 to take a position as cash grain buyer for the A. D. Thomson Co. He is well qualified to fill this position, having served 12 years as deputy grain inspector at this city.

## MINNEAPOLIS LETTER.

We will make some slight repairs in our elvtrs.—J. A. Reed, sec'y Atlas Elvtr. Co.

We will make minor repairs in all our elvtrs. in the state.—Monarch Elvtr. Co., Minneapolis.

T. H. Chambers has applied for a traveling representative's license to represent C. C. Wyman & Co.

We will do our usual amount of repairing, adding from 6 to 8 new engines.—C. D. White, of St. Anthony & Dakota Elvtr. Co.

Memberships in the Chamber of Commerce were quoted May 3 at \$7,000 bid. This is the highest price in the history of the exchange.

The Chamber of Commerce Rifle Club has been organized by members of the Chamber and their employees. Drills are to be held on the trading floor twice weekly.

Neither of our elvtrs. burned in the recent fire here. The roof of the Stewart Elvtr. was slightly damaged when it caught from the fire at the Marfield Elvtr.—Banner Grain Co.

A. C. Smith, former deputy inspector, has succeeded Richard Gibbs as first ass't inspector. J. E. McNamara and J. N. Matland, former deputy inspectors, have been promoted to 2nd and 3rd ass't chief deputyship.

The Quinn-Shepherdson Co. has let contract for the erection of a terminal elvtr. to replace the one, which burned Apr. 9. T. E. Ibberson has the contract. This plant will be equipped with modern machinery, track scales and run by electric power. Work will be started at once.

Grain men have purchased and presented an automobile to Colonel George E. Leach to show their appreciation of the work being done by the First Minnesota Field Artillery in guarding the elvtrs. and mills here. The car is to be returned to the grain men when the guard is withdrawn.

A com'ite, consisting of A. C. Loring, C. M. Harrington and F. B. Wells, has been appointed by the grain and milling interests of this city to co-operate with the Council of National Defense at Washington and give the benefit of their experience in the mobilizing of the food industries of the country.

John P. Kalkoven, guardsman on sentry duty near a large elvtr. here, was shot Apr. 28 when he attempted to halt 2 strangers prowling near the building. The men fled when Kalkoven ordered them to halt, and ran behind a string of box cars, then turned and fired. The guardsman was wounded in the left leg.

The following memberships in the Chamber of Commerce have been posted for transfer: From A. E. Zonne to H. N. Chadbourne; John Nehill to W. J. McCabe; Ralph Bruce to Edgar H. Watts, and F. M. Turnbull to M. W. Smith. Corporate privileges have been granted to the W. S. Moore Grain Co.

## MISSOURI

Nettleton, Mo.—An elvtr. is under construction at this place.

Cowgill, Mo.—We have succeeded the McCray-Smith Grain Co.—A. F. McCray Grain Co.

Carthage, Mo.—The McDaniel Mfg. Co. will give its elvtr. and mill a general overhauling.

Defiance, Mo.—I will install a Fairbanks Morse Hopper Scale for weighing grain into cars.—J. H. Schiermeier.

Holden, Mo.—We are building a new office and a retail dept. at this place.—Holden Mill & Elvtr. Co., Chilhowee.

Sumner, Mo.—Bert Donovan has resigned as agt. of O. A. Talbott & Co. J. W. Brown has taken his place for the present.

St. Charles, Mo.—We have just installed a 75-h. p. electric motor to take the place of the boiler and engine in our plant.—Home Mfg. Co.

Wakenda, Mo.—The Wakenda Elvtr. Co. will improve its elvtr. and build an office and flour room. A concrete approach will be built to the elvtr.

De Kalb, Mo.—The Blair Mfg. Co., of Atchison, Kan., intends to erect a 10,000-bu. concrete elvtr. next year to replace the house which it purchased at this place last year.—W. R. Gobbert.

Jasper, Mo.—The Jasper Elvtr. Co., of which J. P. Leiss is prop., will discontinue business as it is unable to renew its lease on the elvtr. of the Brand-Dunwoody Mfg. Co., which it has been operating.

Maryville, Mo.—The partnership existing between Horace Leet and J. F. Cook for the past 8 years has been dissolved, and they will engage in the grain business separately. Mr. Leet will remain at the old stand, and Mr. Cook will move to another location.

## KANSAS CITY LETTER.

H. G. Miller is traveling thru Kansas soliciting business for the Thresher-Fuller Grain Co.

The Board of Trade is raising a large fund for Y. M. C. A. work among the soldiers of Camp Nichols.

F. B. Fulling is no longer traveling solicitor for our company.—L. A. Fuller, sec'y Thresher-Fuller Grain Co.

Strandberg, McGreevy & Co., grain and stock brokers, have opened their new trading room in the Elmhurst Bldg.

Our plans for the erection of an elvtr. at Rosedale, Kan., have been temporarily deferred.—Leon F. Lonnbladh, Missouri, Kansas & Texas Ry., Dallas, Tex.

D. H. Kresky, of the Gateway Mfg. Co., has bot the membership in the Board of Trade of Kay H. Beach for \$8,500, including the transfer fee of \$500. Mr. Beach has retired from the grain business and will take up farming.

Robert D. Jarboe, for 16 years state grain inspector at Tacoma, Wash., has come to this city to succeed E. L. Morris as federal grain supervisor. Mr. Morris will be chief of the southwestern division of the federal supervision service.

## ST. JOSEPH LETTER.

Considerable interest is being taken in the Grain Exchange Bldg. in the call for recruits. W. R. Spiers of the Mid-West Grain Co. and A. J. Brunswig, Jr., of the Brunswig Grain Co. have applied for permission to enter the Officers Training Camp at Ft. Riley, Philip Brunswig has enlisted in the militia, Dupuy Warrick, son of Pres. Warrick, has entered the aviation corps. E. L. Fiedeler of the Marshall Hall Grain Co., having had considerable experience in the National Guard, will make application for an officer's commission in the regular army and F. R. Warrick, Jr., of the Elwood Grain Co. and R. R. Hastings of the St. Joseph Public Elvtr. have already received commissions in the Quartermaster's Dept. Captain Hastings has been receiving applications for the Officers Training Camp for the last 10 days and has been kept busy signing up the applicants.

James Helm, traveling representative of the Helm Grain Co., was married recently at Savannah, Mo.

Douglas L. Boyer, sec'y of the Missouri Grain Dealers Ass'n, is able to be around after being laid up for several weeks.

The Aunt Jemima Mills Co. has asked permission from the C. B. & Q. R. R. for the extension of a 6-story building over its tracks, which will double the capacity of its plant. The company will also erect additional grain storage tanks, of 1,000,000 bus. or more capacity, if permission is secured.—K. A.

## ST. LOUIS LETTER.

Walter Scott Bartley, a retired grain dealer and for 35 years a member of the Merchants Exchange, died Apr. 22, aged 79 years.

New rates and a minimum charge for commission were adopted Apr. 27 by a vote of the members of the Merchants Exchange. The new rates are: Wheat, 1%; minimum, 1c per bu. Corn, 1%; minimum, 3/4c per bu. Oats, 1%; minimum, 1/2c per bu.

## MONTANA

Circle, Mont.—Farmers are organizing an elvtr. company.

Sunburst, Mont.—Contract for the erection of an elvtr. has been let to Levi D. Wait.

Toston, Mont.—The State Elvtr. Co. has purchased an elvtr., on the Northern Pacific.

Hayre, Mont.—The Farmers Elvtr. Co. has been incorporated, with a capital stock of \$6,000.—K.

Nora sta. (no p. o.), Mont.—The Farmers Elvtr. Co. will build a 40,000-bu. elvtr. at this station.

Toston, Mont.—The elvtr., under construction for the Equity Elvtr. Co., will be completed by June 1.—K. A.

Ulm, Mont.—I have removed from this city to Dutton.—M. A. Arnett, formerly mgr. Equity Co-operative Ass'n.

Poplar, Mont.—J. J. Mangan, of Hetland, S. D., has succeeded Mel Martin as agt. of the Imperial Elvtr. Co.

Fairfield, Mont.—I will move to my farm at Rhame, N. D., for the summer.—Geo. A. Thorne, agt. Montana Elvtr. Co.

Benchland, Mont.—W. R. Crowe, former agt. of the McCaull-Webster Elvtr. Co., has been charged with grand larceny.

Geraldine, Mont.—Construction work is progressing on our 30,000-bu. elvtr., for which we recently let contract.—Greely Schmidt Elvtr. Co., Great Falls.

Cargill sta. (Dutton p. o.), Mont.—K. M. Ellingson has let contract for the erection of an up-to-date 30,000-bu. iron clad elvtr. to T. E. Ibberson. Two cleaners will be installed.

Red Lodge, Mont.—We had intended to install a new cleaner and feed mill in our elvtr. here, but crop prospects are very poor.—J. H. Hyatt, mgr., Rock Creek Farmers Elvtr. Co.

Conrad, Mont.—The Farmers Exchange has been incorporated to do a grain and realty business; capital stock, \$40,000; incorporators, Peter J. Andreson, William Heden and Joe V. Kroeze.—K.

Belfry, Mont.—We expect to build an elvtr. at this point this season if we can get material and crop conditions seem to warrant.—J. H. Hyatt, mgr., Rock Creek Farmers Elvtr. Co., Red Lodge.

Clarkston, Mont.—The State Elvtr. Co. has purchased an elvtr. here, which will be used as a supply station for its Treasure State Mill at Manhattan. The company now operates 15 sub-stations in the state.

Denton, Mont.—The Western Lumber & Grain Co. has completed the 18,000-bu. addition to its elvtr. and now has a storage capacity of 38,000 bus. The annex consists of 2 bins, one on each side of the old structure, and held to it by means of iron braces. A similar addition will be built to the Independent Elvtr., which will increase the capacity to 40,000 bus.



Ravalli, Mont.—Bondsmen for the Reservation Farmers Grain Co., now in financial difficulties, have paid over to Charles D. Greenfield, commissioner of agriculture and publicity, the amounts for which they were bound on the bond of the company. The farmers who had grain in the elvtr., nearly all of which was No. 1 Northern, will receive \$1.55 a bu.

## NEBRASKA

Octavia, Neb.—The Octavia Grain Co. is installing new scales at its elvtr.

Ellis, Neb.—The Wright-Leet Grain Co. will make improvements in its elvtr.

Primrose, Neb.—The Farmers Elvtr. Co. is building a new 29x84 ft. coal shed.

Denton, Neb.—The Farmers Elvtr. Co. is making improvements in its elvtr.

Geneva, Neb.—I am painting and making general repairs in my elvtr.—J. Delaney.

Howells, Neb.—The Howells Mfg. Co. will add 20,000 bus. to its elvtr. capacity.

Cummings, Neb.—We are buying an elvtr. at this station.—Crete Mills, Crete.

Ceresco, Neb.—I am no longer mgr. of the Farmers Union Ass'n.—Mont Robb, Union.

Bladen, Neb.—The Farmers Co-operative Co. contemplates the installation of a cleaner.

Gilead, Neb.—We will paint our elvtr. at Gilead this spring.—Hebron Grain Co., Hebron.

Eagle, Neb.—The Farmers Grain Co. is building an elvtr. City water is now being installed.

Lexington, Neb.—The Lexington Mill & Elvtr. Co. has increased its capital stock to \$100,000.

Sutton, Neb.—Harry Stevens has again taken charge of the elvtr. of the Nebraska-Iowa Grain Co.

Benkelman, Neb.—The O. M. Kellogg Grain Co. is covering its grain warehouse with galvanized iron.

Malmo, Neb.—G. M. Pailing has succeeded S. A. Schmidt as mgr. of our company.—Union Co-operative Co.

Diller, Neb.—The Farmers Grain Co. is installing a new and larger gasoline engine to operate its elvtr.

Butte, Neb.—The recently organized Farmers Elvtr. Co. will buy or build an elvtr. as soon as possible.

Albion, Neb.—The Albion Mfg. Co., operating an elvtr. and mill, has purchased an oil engine for its plant.

Springbranch, Neb.—The Groshans Grain & Lumber Co. sustained a loss recently when its coal sheds burned.

Milligan, Neb.—Stanley Cudly has succeeded John Ondiak, who resigned as agt. of the Nebraska-Iowa Grain Co.

Muriel sta. (Hastings p. o.), Neb.—The Farmers Grain & Supply Co. is installing an all-steel 5-ton wagon scale at its elvtr.

Willis sta. (Ponca p. o.), Neb.—I operate the only elvtr. at this station, which was formerly called Vista.—F. C. Carpenter.

Brunswick, Neb.—We are painting our elvtr. at this place and will give it a general overhauling.—Fletcher Grain Co., Orchard.

Rising City, Neb.—I will install a new Fairbanks Morse Engine this spring, which will be a 10-h. p. coal oil burner.—C. B. Barker.

Lodge Pole, Neb.—The Farmers Union Elvtr. Co. will build a large warehouse north of its elvtr. to handle feed, salt and flour in carload lots.

Wakefield, Neb.—The Farmers Union Exchange incorporated; capital stock, \$25,000; incorporators, A. Anderberg, S. P. Johnson and others.

North Platte, Neb.—T. L. Carroll and his son, L. C. Carroll, operating an elvtr. at Gothenburg, are planning to take over the plant of the North Platte Mfg. & Elvtr. Co., which has been closed for more than a year.

Max, Neb.—We will build new coal sheds at our elvtr. here this summer.—Fred Kockrow, mgr. Benkelman Equity Exchange, Benkelman.

Tecumseh, Neb.—Farmers are talking of forming a company to buy one of the elvtrs. here. If a deal is not closed they will probably build.—T.

Bostwick, Neb.—We are covering our elvtr. with iron and making other repairs in it. G. H. Birchard is doing the work.—Elliott & Myers, Superior.

Memphis, Neb.—The Farmers Union Ass'n has completed extensive improvements in its elvtr. and now has an up-to-date plant.—Chas. Howe, mgr.

Staplehurst, Neb.—We need a new distributing spout. A flour mill is under construction at this point.—H. F. Wm. Berning, mgr. Staplehurst Grain Co.

Oreapolis sta. (Plattsmouth p. o.), Neb.—We have given our elvtr. a general overhauling and have cemented it underneath.—Duff Grain Co., Nebraska City.

Sawyer, Neb.—I have been transferred from Arbor sta. (Davey p. o.) to take charge of the elvtr. of the Nye Schneider Fowler Co. here.—P. O. Johnson.

Boelus, Neb.—The elvtr. which the Farmers Grain & Supply Co. recently purchased from the T. B. Hord Grain Co. is closed.—Wm. Peterson, agt. Omaha Elvtr. Co.

Thurston, Neb.—A new co-operative grain company has been organized here. It has succeeded the Farmers Grain Co., of Omaha, at this place.—Elmer Servine, mgr.

Arcadia, Neb.—We will install a new engine, manlift, boot, leg and head distributing spout at our elvtr. here if we can get the help to do it.—Wilsey Grain Co., Lincoln.

Elmwood, Neb.—J. H. Rogge has purchased all the stock in the Elmwood Mill & Elvtr. Co. and is now sole owner. Mr. Olsen, Mr. Roelfz and Mr. Breckenfeldt retiring.

Hebron, Neb.—We will hopper a couple of flat bottom bins and will do some cement work at our elvtr. here. We may also install an electric motor.—Hebron Grain Co.

Hay Springs, Neb.—G. J. McGrath, of O'Neill, has taken charge of the elvtr. of the Nye Schneider Fowler Co., succeeding Frank Tulloss, Sr., who was agt. for several years.

Calro, Neb.—We have purchased the elvtr. of S. M. Beadle & Co. and L. C. Highland will be resident mgr. We will take possession May 14.—Highland & Son, Sweetwater.

Upland, Neb.—The recently organized Farmers Union Co. has been incorporated, with a capital stock of \$30,000. The new company has taken over the elvtr. of the Farmers Grain Co.

Benedict, Neb.—A. Houston, mgr. of the Farmers Grain Ass'n for the past 12 years, resigned May 1 and W. B. McMullen, who has worked under Mr. Houston for the past 4 years, has been elected mgr.

Ravenna, Neb.—We are building a 50,000-bu. concrete elvtr. for storage and working facilities and are increasing our milling capacity to 300 bbls. per 24 hours. The mill will be made ball bearing thruout.—Ravenna Mills.

Axtell, Neb.—The elvtr. of the Central Granaries Co. was badly damaged recently when one of the walls gave way under the pressure of the large quantity of wheat stored in the building. A new elvtr. will probably be erected.

Wood River, Neb.—The new firm of Hampton & Peterson has bot the elvtr. of the Omaha Elvtr. Co. Repairs are being made on it and grain will probably be handled with motor power next season.—Agt. T. B. Hord Grain Co.

Knox sta. (York p. o.), Neb.—We are making some improvements on our elvtr. and will move it. It will be equipped with concrete bottom bins, Hall Distributor, manlift and new rope drive.—T. Prulett, mgr. Farmers Union Ass'n.

Benkelman, Neb.—We have purchased a site adjoining our elvtr. on the Burlington, and will erect lumber sheds on our own ground and handle lumber in connection with our grain business.—Fred Kockrow, mgr. Benkelman Equity Exchange.

Cullom sta. (Plattsmouth p. o.), Neb.—We are overhauling our elvtr. and adding a new office. The building will be raised and a concrete foundation put under it. New dump scales and spouting will be installed.—Duff Grain Co., Nebraska City.

Silver Creek, Neb.—The Farmers Elvtr. Co. has let contract for a 30,000-bu. up-to-date elvtr. to W. C. Bailey, to be completed by July 15. The building will cost approximately \$10,000 and will replace the company's old elvtr., now being wrecked.

Sterling, Neb.—The elvtr. of C. M. Linn, containing 5,000 bus. of corn and oats, burned Apr. 28. Loss, \$26,000; insurance, \$10,000. The fire started in the attached power house, from an unknown cause. The gasoline engine, with its torch ignition, ran until the elvtr. was in ruins.

Merna, Neb.—The Farmers Grain & Supply Co. is making extensive repairs on its elvtr., improving the pit and installing new spouting, 20-h. p. Fairbanks Type Y Oil Engine, and a 1,500-bu. Fairbanks Automatic Scale. The Younglove Construction Co. is doing the work.

Superior, Neb.—Ernst Meyers & Sons have just completed tracks to their new up-to-date mill, which was finished about a month ago. They have been doing a good business since it was placed in operation.—D. R. Andrews, chief inspector and weighmaster, Grain Exchange.

Ponca, Neb.—I have sold my line of elvtrs. to the John F. Westrand Co., with headquarters at Laurel. I am retiring from the grain business for the present.—John McQuillen. The new company took possession May 1 of the elvtrs., which are located at Laurel, Belden, Waterbury and Jackson.

Holstein, Neb.—Geo. L. Fisher has wrecked his old elvtr. and let contract to J. I. Herring for the erection of a 15,000-bu. up-to-date house on the same site. The new house will be built on a heavy concrete foundation and will have an elevating capacity of about 1,400 bus. per hour. An automatic scale will be placed in the cupola. Equipment includes a manlift and a Fairbanks Wagon Scale. A large office will be constructed in connection.

Schuyler, Neb.—We are now making extensive improvements in our power plant, installing a 200-h. p. Fairbanks Type Y Semi-Diesel Engine, which, including the belting, will cost us \$15,000. We have just finished installing 40 metal dust collectors thruout our mill to take the place of the dust collectors with cloth stockings. By making this change we save 25c in the rate of our insurance, which amounts to about \$400 a year, besides reducing the fire hazard.—Wells-Abbott-Niemann Co.

Liberty, Neb.—The directors of the Liberty Grain Co. met May 5 to consider plans for the erection of a new 18,000-bu. up-to-date elvtr. They will meet again May 17 to adopt plans and accept bids. The company expects to have the house completed by Aug. 1. It handles coal, sand and cement in connection with its grain business and contemplates the installation of a separator. I have been with the company for 14 months and have been retained as mgr. for another year.—C. W. Hagerman.

Superior, Neb.—The Superior Corn Products Co. has let contract for a 40,000-bu. concrete elvtr., corn mill building and drier building to the Burrell Engineering & Construction Co. Equipment includes a grain drier, garner, 120,000-lb. hopper scale and automatic scales on sacking floor. It will be an ideal transfer house and will have trackage connection with the C. B. & Q., A. T. & S. F., and C. & N. W. Railroads. Claude Shaw, treas. and mgr. of the company, will have charge of the business here.—D. R. Andrews, chief inspector and weighmaster, Grain Exchange.

Rogers, Neb.—We are building a 35,000-bu. cribbed elvtr., equipped with a Howe Wagon Scale, with type registering beam, automatic scale, 700-bu. Fairbanks Hopper Scale, Eureka Separator, and a 15-h. p. Fairbanks Type Z Engine. The equipment will cost us approximately \$14,000.—Wells-Abbott-Nieman Co., Schuyler.

Gresham, Neb.—The Gresham Grain Co. is building a 33,000-bu. elvtr. Equipment includes 12 bins, 2 dumps, 2 cleaning pits, 2 elvtr. legs, with an elevating capacity of 2,000 bus. an hour each, 18-h. p. Lauson Engine, an 800-bu. hopper scale, Invincible Cleaner and a 40-ft. Hess Automatic Cooler. The Burrell Engineering & Construction Co. has the contract.—S. P. Johnson, mgr.

## LINCOLN LETTER.

We have removed our main offices to 806-813 Terminal Bldg.—C. J. Slater, vice-pres. Central Granaries Co.

The bill known as S. F. 145 requires every grain dealer and elvtr. to come under warehouse act if payment for grain is not made within 10 days after it is received. (Purpose of act is to compel payment within the period specified.) Amends sections 1, 2, 3, 4 and 8 of chapter 243, revised statutes.

The bill known as H. R. 40, recently passed, changes the law governing distribution of freight cars in times of shortage, particularly as affecting grain and live stock shipments. Requires railroad companies to supply cars at different stations, and to different shippers, without favor or discrimination. Gives state railway commission general authority to prescribe rules governing car distribution to different railroad divisions, stations and shippers. Such rules must be based on the relative volume of shipments made from or by the various divisions, stations and shippers. In cases of emergency, the commission may by special order require a distribution on any particular line of railroad different from that generally in force.

## OMAHA LETTER.

The office of the federal grain supervision has been removed to the Brandeis Bldg.—P. M.

The C. G. W. Ry. will add 39 tanks, of 500,000 bus. capacity, to its Independent Elvtr. in this city.

The Gate City Malt Co. is remodeling its elvtr. into a flour mill, with a capacity of about 1,200 bbls. per day. It will be known as the Omaha Mills Co.

The Omaha Cereal Co. is building a 5-story mill next to its warehouse. Four to 6 concrete tanks will also be built. The improvements will cost from \$30,000 to \$40,000.

The Gate City Hay & Grain Co. has been organized by consolidating the Gate City Hay Co. and the Pailing Grain Co. S. M. Pailing will be in charge of the grain dept.

The S. S. Carlisle Grain Co. has been organized by S. S. Carlisle, who will have full supervision of the cash grain business, which the company will conduct. Offices have been opened at 212 Grain Exchange Bldg.

The board of directors of the Grain Exchange Clearing Ass'n have announced officially that no new trades in May wheat will be accepted; this does not mean, of course, that trades now open may not be closed. The board decided to accept no new trades in order to eliminate speculation. Open trades in the May are now very light, there being more than twice as much contract wheat in store here as the open May contracts call for.—Daily Price Current.

## NEW ENGLAND

Buzzards Bay, Mass.—The Narragansett Mig. Co. has bot the grain business of George H. Wilbur.

Boston, Mass.—Edward F. Richardson, member of the Chamber of Commerce, died Apr. 15 at South Acton. He retired from the grain trade some time ago.

Westerly, R. I.—The elvtr. and mill of the C. W. Campbell Co., which burned Mar. 22, will be rebuilt. Mr. Campbell is reported to be leaving the business and Mr. Buffum is reported going in with Mr. Perry to continue the business. Three cars were burned with the plant. F. E. Coon & Co. are no longer in the grain business here.—R. K. Gould.

## NEW JERSEY

Newark, N. J.—We will move our office to 776 Broad St.—Burt H. Winchester, Inc.

## NEW MEXICO

Tucumcari, N. M.—I took charge of the elvtr. of the C. M. Light Grain Co., on May 1.—F. F. Holstein, formerly at Liberal, Kan.

San Jon, N. M.—Our elvtr. is complete and ready for operation, and we expect to build a warehouse and coal bins.—Robert Stone, Agt., Clovis Mill & Elvtr. Co.

Willard, N. M.—We are building an elvtr. here. It will have a bin and storage capacity of 18 cars of grain and beans and will cost \$6,000.—L. W. Van Vleet, general mgr., Isbell Colorado Co., Trinidad, Colo.

## NEW YORK

Manhattan, N. Y.—The firm of F. Bing incorporated to do a commission business in hops, rye, malt and grain; capital stock, \$5,000; incorporators, H. G. Jentzen, I. L. Barnes and W. C. Frantz.

Manhattan, N. Y.—Hinrichs-Bramann & Co. incorporated to do a commission business in grain, wheat and garden products; capital stock, \$10,000; incorporators, H. A. Elfein, G. W. Sperl and H. F. J. Hinrichs.

Albany, N. Y.—The New York senate has passed the Wicks food and markets bill, which provides for a more economical system of production, transportation and distribution of foodstuffs. The measure would establish a council of farms and markets to consist of one member at large, the commissioner of public markets of New York City and one member from each of the judicial districts of the state.

## BUFFALO LETTER

A marine leg will be added to the Marine Elvtr. so that it can receive grain from lake vessels.

I have decided to come to this city to engage in the grain commission business and will give up my office at Piqua on June 1.—E. Milton Crowe, Piqua, O.

The Exchange Elvtr. with its 4 new steel tanks of 80,000 bus. capacity each now has total storage capacity of 750,000. The recent dredging of the Erie Basin gives the Exchange a 22 ft. channel, so it will be able to handle lake grain. A drier will be added.

The Superior Elvtr. has let contract for another marine leg, the same size as the one now operating, and is now in course of construction and will be completed for fall business. This elvtr. is one of the latest built and is considered one of the fastest operating elvtrs. in Buffalo. With the additional marine leg it will be able to elevate from boats 40,000 bus. per hour. It has a loading capacity to cars, besides storage of 1,500,000 bus. This house is adding no more inside machinery as when built was equipped with clippers. Hess Drier, sacking machinery and bleacher.

## NEW YORK LETTER.

G. F. Schwartz & Co., Inc., have been admitted to associate membership in the Produce Exchange.

The Bolle-Watson Corporation has incorporated, to handle grain products, seeds and oil; capital stock, \$150,000; incorporators, H. B. Watson, F. J. Cunningham and H. D. Littlejohn. Mr. Watson, who is pres., was formerly in the grain receiving and shipping business on his own account.

## NORTH DAKOTA

LaMoure, N. D.—The LaMoure Grain & Fuel Co. has installed electric power in its elvtr.

Auburn, N. D.—Farmers are building an elvtr.

Englevale, N. D.—The Farmers Elvtr. Co. will commence the construction soon of a new elvtr.

Williston, N. D.—Brown & Peyton are no longer in the grain business here.—Richard Peyton.

Geneseo, N. D.—I have removed to Peever, S. D.—C. T. Fystrom, formerly agt. Cargill Elvtr. Co.

Mandan, N. D.—A. P. Gray, mgr. of the Farmers Elvtr. Co., has recovered from his recent illness.

Grand Forks, N. D.—The O. J. Barnes Co. is planning to buy an elvtr. here or build a new house.

Silver Leaf, N. D.—The Farmers Elvtr. Co. will build a 6-bin coal shed this year.—J. B. Walsh, mgr.

Glen Ullin, N. D.—The Farmers Equity Elvtr. Co. has let contract for a 40,000-bu. elvtr., to cost \$10,000.

Souris, N. D.—A new engine will be installed in the elvtr. of the Winter-Truesdell-Ames Co.—Agt. Acme Grain Co.

La Moure, N. D.—The Farmers Elvtr. Co. has installed a manlift in its elvtr. and erected a flour warehouse in connection.

Walhalla, N. D.—The recently organized Co-operative Elvtr. Co. has elected John Fitzsimonds pres. and Jas. A. Jameson sec'y.

Gardner, N. D.—The National Elvtr. Co. will install new cleaners, legs and other equipment in its elvtr. T. E. Ibberson will do the work.

Wales, N. D.—The National Elvtr. Co. will install new cleaners, legs and other equipment in its elvtr. T. E. Ibberson will do the work.

Harwood sta. (Elbow Lake, Minn., p. o.), N. D.—We have wrecked our elvtr. at this station.—Monarch Elvtr. Co., Minneapolis, Minn.

Brocket, N. D.—H. A. Barryman has resigned as second man at the elvtr. of the Equity Elvtr. & Trading Co. and will remove to Montana.

Hensel, N. D.—Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, John Conlan, of this city, P. J. Farr, Cavalier, and others.

Pingree, N. D.—Sorenson Bros. have purchased the elvtr. and coal sheds of the Pingree Grain & Supply Co. They will take possession July 1.

Wyndmere, N. D.—The Equity Elvtr. & Trading Co. is making improvements in its recently acquired elvtr. T. E. Ibberson is doing the work.

Genoa sta. (Norwich p. o.), N. D.—The Equity Elvtr. Co. is operating the elvtr. of the Genoa Grain Co., which went out of business last July.—K. A.

Warren, N. D.—The elvtr. of the Independent Elvtr. Co., which was taken over by the Dakota Trust Co., has not been in operation since Jan. 1.—X.

Kelso, N. D.—New cleaners, legs and other improvements will be installed in the elvtr. of the National Elevator Co. T. E. Ibberson will do the work.

Dresden, N. D.—The National Elvtr. Co. will install cleaners, legs, new engine and other improvements in its elvtr. T. E. Ibberson will do the work.

Langdon, N. D.—The Farmers Elvtr. Co. will install a new cleaner, leg, engine and other general improvements in its elvtr. T. E. Ibberson will do the work.

Parshall, N. D.—The Minnesota Elvtr. Co. will improve its elvtr., installing a platform dump scale, instead of the old style dump. T. E. Ibberson will do the work.

Fillmore, N. D.—W. H. Goodroad is mgr. of our elvtr., which we took possession of on Aug. 18, 1916. While we have handled only about 90,000 bus. on this crop, we have made better than \$10,000 net profit, including profit on coal and wood, from that date up to Apr. 25.—Equity Elvtr. Co.



Arena, N. D.—We will build a new coal shed in connection with our elvtr. here.—Monarch Elvtr. Co., Minneapolis, Minn.

Simcoe, N. D.—The Farmers Elvtr. Co. had planned to enlarge its elvtr. but has decided not to do so on account of the high prices of material and labor.—Arthur Ihle, mgr.

Heath, N. D.—We are building a 30,000-bu. elvtr., equipped with a Bird Automatic Scale. C. E. Bird & Co. have the contract.—Monarch Elvtr. Co., Minneapolis, Minn.

Juanita, N. D.—The Equity Elvtr. & Trading Co. will make improvements in its elvtr., at a cost of \$4,000. Work will be started at once by T. E. Ibberson, who got the contract.

Calvin, N. D.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. has not been open this year. T. A. Brann opened his elvtr. but closed it after handling a few cars of grain.—X.

Stanton, N. D.—The recently organized Farmers Co-operative Elvtr. Co. will start the erection of a 50,000-bu. cribbed elvtr. as soon as the material arrives.—Wm. A. Schoenborn.

Pasha sta. (Rock Lake p. o.), N. D.—The Pasha Grain Co. incorporated; capital stock, \$10,000; incorporators, F. E. Burgett, Orr; H. W. Eply, Orr; and W. L. Ray, Minneapolis, Minn.

Sheneyne, N. D.—The Powers Elvtr. Co. is building an addition to its elvtr., consisting of 2 bins from the ground up and an additional 10 ft. on the top of the old plant.—Agt. Monarch Elvtr. Co.

Oberon, N. D.—We are building a 30,000-bu. elvtr. and a coal shed, of 4 or 5 bins capacity. Up-to-date machinery will be installed. C. E. Bird & Co. have the contract.—Monarch Elvtr. Co., Minneapolis.

Beach, N. D.—F. P. Hurley, agt. of the Occident Elvtr. Co. for the past 8 years and in charge of the line of elvtrs. in this section for 2 years, has been transferred to the company's headquarters at Minneapolis, Minn.

Barlow, N. D.—The Farmers Elvtr. Co. has been dissolved and re-organized under the co-operative plan as the Barlow Grain & Stock Exchange, with N. J. Semmens as mgr. The recent report, that an elvtr. at this station burned, is incorrect.—N.

Homer sta. (Jamestown p. o.), N. D.—We have started the erection of a 30x40 ft. building, to be used as a warehouse and dwelling. Dana Wright is pres., L. B. Allen, sec'y-treas. and M. O. Johnson is mgr. of our company. We have had a very good year.—Farmers Elvtr. Co.

Elliot, N. D.—The Farmers & Merchants Elvtr. Co. has let contract to T. E. Ibberson for the erection of an elvtr., which will be the only one of its kind in the state. It will be a combination receiving, cleaning and seed house. It will be equipped with a bin arrangement that no elvtr. has been equipped with heretofore, and there will be special cleaning, receiving and shipping legs. Equipment will include 3 special cleaning machines working on separate units, bin alarm system and double distributing system at the heads, a 20-h. p. and a 15-h. p. gas engine. A 22x20 ft. office, with a full basement, will be erected. Work will be rushed to completion.

## OHIO

Curtice, O.—Farmers are planning to organize a company to buy or build an elvtr.

Pleasant Hill, O.—We expect to install a boiler, of from 30 to 35 h. p.—Myers & Patty Co.

Basil, O.—J. B. Webb, of Port Washington, has taken charge of the elvtr. and mill of D. S. Cook & Co.

Luckey, O.—We have succeeded the Luckey Elvtr. Co. Wm. Slaybaugh will remain in charge of the elvtr.—Martin Co.

Mendon, O.—The recent report that one of the elvtrs. here was damaged by fire of incendiary origin is incorrect.—J. F. Dasher.

New Bavaria, O.—The Farmers Grain & Supply Co. will build an addition to its elvtr. this summer.—S. L. Snyder & Co., Holgate.

Weaversville, O.—The recently organized Weillersville Equity Co. has purchased the elvtr. of Allen C. Buchwalter.—D. J. Gresser, mgr.

Bloomdale, O.—L. R. Good will have his 50,000-bu. elvtr. ready for operation at an early date. The Efficient Erecting Co. has the contract.

Haskins, O.—The Farmers Grain Co. completed a 36,000-bu. elvtr. for which it let contract to the Burrell Engineering & Construction Co.

Orrville, O.—The elvtr. of the Orrville Mfg. Co. was recently threatened with destruction by fire, believed to have been the work of incendiaries.

Sommers sta. (Fremont p. o.), O.—A thief entered the elvtr. of Geo. Sommers recently and stole wheat, corn and clover seed, valued at \$100.

Bascom, O.—Jacob Schulz, former mgr. of the elvtr. of the Sneath-Cunningham Co., has been named Seneca County crop and food commissioner.

Mechanicsburg, O.—Hugh Newman, while operating an emery wheel at the elvtr. of O. H. Clough & Co., had his right eye pierced by a piece of steel.

Rootstown sta. (New Milford p. o.), O.—The Canton Feed & Mfg. Co., of Canton, bot and took possession May 1 of an elvtr. and warehouse at this station.

South Solon, O.—The recently organized Co-operative Grain & Live Stock Co. incorporated; capital stock, \$20,000; incorporators, J. B. Smith, and others.

Deshler, O.—Improvements are being made at the elvtr. of the Farmers Elvtr. Co. A new office is being erected at the south end. John Cain is mgr. of the company.

Suffield, O.—We are improving and rebuilding our elvtr., on the Wheeling & Lake Erie. When completed, it will have a capacity of 6,000 bus.—Williams Bros. Co., Kent.

Warren, O.—The Warren Feed Co., operating an elvtr., has increased its capital stock to \$70,000. A 100-bbl. flour mill will be erected in connection with the company's plant.

Circleville, O.—We have succeeded C. E. Sears & Co. and contemplate the erection of one or more elvtrs. this fall, also a large flour and corn meal mill at this place.—N. M. Crites & Co.

Chillicothe, O.—The new elvtr. and mill of the Chillicothe Mfg. Co. has been completed. A drop bin has been installed. Thomas Stevens, Benjamin Miller and Grant Bohn are members of the company.

Willshire, O.—Behymer Bros., props. of the Willshire Grain Co., have let contract for a cribbed elvtr. to the Burrell Engineering & Construction Co. This will replace the elvtr., which burned Mar. 28.

## CINCINNATI LETTER.

D. W. Hopkins, of the Mutual Commission Co., has been admitted to clerk membership in the Grain & Hay Exchange of the Chamber of Commerce.

The firm of G. A. Collier & Co. has been organized to do a general grain and hay commission business, with offices in the Second National Bank Bldg. G. A. Collier and Charles Pfeffer are members of the firm, which has been admitted to membership in the Chamber of Commerce and Hay & Grain Exchange.

On recommendation of the Grain & Hay Exchange, the Chamber of Commerce has adopted the following amendments to the rules and regulations: "In sales of carlots of grain to arrive, or loaded from an elvtr. or warehouse, a carload of wheat shall be 1075 bus. shelled corn 1100 bus., ear corn 800 bus., oats 1600 bus., rye 1100 bus., barley 1250 bus." The old rule was wheat 1000 bus., shelled corn 1000 bus., ear corn 800 bus., oats 1500 bus., rye 1000 bus., barley 1000 bus. "No carlot consignments of grain, grain products, hay or

feed to be disposed of for the account of the shipper can be taken to account by the consignee, except he purchases same when offered at auction on the floor of the Chamber. In case of consigned hay arriving on plug tracks which the receiver desires to take to account, same shall be auctioned at the plug track on date said hay is plugged. The plugging system was started on Jan. 22, 1917, on the Big Four as an experiment only. The Exchange is now making every effort to have a special yard set aside by the L. & N. and the Southern Railroads where all hay consigned to this market will be switched for plugging. The outlook is very favorable.—D. Schuh, ass't sec'y, Grain & Hay Exchange.

## COLUMBUS LETTER.

The Owen T. Snyder Co. incorporated to operate elvtrs.; capital stock, \$50,000; incorporators, Owen T. Snyder, S. C. Kershaw, and others.—K. A.

The Ohio Millers State Ass'n has elected the following officers to serve the ensuing year: Pres., L. B. Miller, Springfield; vice-pres., J. B. Finnell, Osborne; treas., Frank H. Tanner, Columbus; executive com'tee: W. M. Coup, Mt. Vernon; E. M. Stutts, Massillon; L. C. Chase, Mansfield; J. A. Long, London, and L. W. Dewey, Blanchester.

## TOLEDO LETTER.

Wallace Applegate, of the W. A. Rundell Co., grain dealers, had his head cut recently, when he was struck by an automobile.

Henry Raddatz, who was forced into bankruptcy at the outbreak of the war in Europe, has now paid his creditors in full and re-engaged in business. He has purchased the stock holdings of A. W. Boardman in the W. G. Wagon Mills.

The Produce Exchange has increased its commission rates, effective Apr. 25, changing from a bushel to a percentage basis. The increased rates are as follows: On wheat— $\frac{3}{4}$  of 1%. On rye, barley, shelled corn and oats—1%. Excepting that when  $\frac{3}{4}$  of 1% amounts to less than one cent per bu. on wheat, and 1% amounts to less than one cent per bu. on rye or barley,  $\frac{3}{4}$  c per bu. on shelled corn and  $\frac{1}{2}$  c per bu. on oats, then 1c per bu. shall be the minimum charge on wheat, rye and barley,  $\frac{3}{4}$  c per bu. on shelled corn and  $\frac{1}{2}$  c per bu. on oats. On ear corn 2 cents per hundred pounds. (b) For receiving and selling or for buying and shipping by vessel, wheat, rye, barley or flax seed, 1c per bu.; shelled corn,  $\frac{3}{4}$  c per bu., and oats  $\frac{1}{2}$  c per bu.

## OKLAHOMA

Cherokee, Okla.—A new office is being erected by the Cherokee Mfg. Co.

Waynoka, Okla.—We are rebuilding our plant at this place.—Alva Roller Mills, Alva.

Enid, Okla.—Henry Baade is building an elvtr. on his farm, 6 miles west of this place.

Alva, Okla.—We have engaged in the grain business.—Farmers Co-operative Ass'n.

Gotebo, Okla.—The Gotebo Elvtr. is being remodeled and new machinery is being installed.

Frederick, Okla.—We are increasing our grain storage capacity.—E. O. Billingslea Grain Co.

Kremlin, Okla.—The Enid Mill & Elvtr. Co. is making extensive improvements at this station.

Hollister, Okla.—I contemplate making some changes in my elvtr. at this point.—G. G. Black.

Hooker, Okla.—A. T. Nedrow, agt. of the L. H. Pettit Grain Co., has been ill for some time.—T.

Oakwood, Okla.—We have bot the elvtr. of the Sheppard Elvtr. Co.—Wheeler Grain Co., Weatherford.

Alva, Okla.—Work is progressing on our new 1,000-bbl. addition to our present mill.—Alva Roller Mills.

Thomas, Okla.—Our elvtr. at this place will be repaired and painted.—Hobart Mill & Elvtr. Co., Hobart.

Hydro, Okla.—The Hydro Seed & Grain Co. is building an up-to-date 30,000-bu. elvtr. near its seed warehouse.

Optima, Okla.—The Farmers Equity Exchange has been organized to operate an elvtr. Louis Long is sec'y.

Ninnekah, Okla.—New shellers will probably be installed by the Moore Grain Co. and our company.—Windle Grain Co.

Okmulgee, Okla.—We contemplate making improvements later in the season.—J. L. Cary, of Okmulgee Mill & Elvtr. Co.

Okeene, Okla.—The Shawnee Mfg. Co., of Shawnee, has bot the plant of the Okeene Mfg. Co. and will increase the capacity.

Guymon, Okla.—We intend to install a new steam engine in our elvtr. and milling plant.—J. L. Allen, of J. T. Allen & Son.

Bessie, Okla.—We have purchased the elvtr. of the Thomas Mfg. Co. at this place.—Wheeler Grain Co., Weatherford.

Eagle City, Okla.—We recently bot the elvtr. of the Thomas Mfg. Co. at this place.—Wheeler Grain Co., Weatherford.

Hennessey, Okla.—The Star Mill & Elvtr. Co. has let contract for a concrete elvtr. to the Burrell Engineering & Construction Co.

Tulsa, Okla.—We are in no way connected with an elvtr. or grist mill at this place.—Hardeman-King Co., Oklahoma City, Okla.

Blackwell, Okla.—Fred W. Mader, mgr. of the Blackwell Mill & Elvtr. Co., was married recently to Miss Mae Rhodes, of Winfield, Kan.

Carter, Okla.—I have a 10,000-bu. elvtr. under construction which will be completed to handle this year's crop.—G. G. Black, Hollister.

Weatherford, Okla.—W. M. Randel, formerly in charge of the elvtr. of the Wheeler Grain Co. at Custer, is now in the country's employ here.

Carmen, Okla.—The regular grain elvtr. operators at this station are the Carmen Grain & Supply Co., Cherokee Mills and the Enid Mfg. Co.—X.

Watonga, Okla.—The Wheeler Grain Co., of Weatherford, has bot the elvtr. of C. Y. Semple.—J. J. Stinnett, of Oklahoma Export Co., Oklahoma City.

Retta sta. (Blackwell p. o.), Okla.—The Blackwell Mill & Elvtr. Co. is rebuilding its recently acquired elvtr. here.—Deer Creek Elvtr. Co., Blackwell.

Sumter sta. (Braman p. o.), Okla.—The Blackwell Mill & Elvtr. Co. is rebuilding its recently acquired elvtr. here.—Deer Creek Elvtr. Co., Blackwell.

Eddy, Okla.—The Blackwell Mill & Elvtr. Co. is rebuilding the elvtr., which it recently purchased at this station.—Deer Creek Elvtr. Co., Blackwell.

Perry, Okla.—The Perry Mill Co. is making some additions to its plant, installing new machinery and building more bins.—Morrison Grain Co., Morrison.

Hooker, Okla.—I recently succeeded Roscoe Hall as mgr. of the Hooker Equity Exchange. We intend to install a new book-keeping system.—L. R. Daniels.

Hooker, Okla.—I. J. Weins, who was agt. of the Bolin-Hall Grain Co., died recently and I am temporarily in charge of the business here.—L. M. Carpenter.

Dodge, Okla.—I am erecting a 12,000-bu. elvtr., using the Texas plan, and am installing a Midget Marvel Mill in connection.—W. W. Jarnagin, Grove.

Okmulgee, Okla.—The recently organized Creek Grain Co. has been incorporated, with a capital stock of \$20,000. The company contemplates the erection of an elvtr.

Blackwell, Okla.—The Blackwell Mill & Elvtr. Co. has remodeled its Elvtr. "B." We are doing some repair work and installing a Richardson Automatic Scale, with type registering beam.—Deer Creek Elvtr. Co.

Hobart, Okla.—We have closed our flour mill at present and are installing new machinery and repainting. We expect to start grinding again about Aug. 1.—Hobart Mill & Elvtr. Co.

Guymon, Okla.—A movement is on foot to organize a farmers co-operative company to purchase the grain business of the Jordan Grain Co. W. H. Grim is at the head of the project.—T.

Fargo, Okla.—A. N. Benger is pres. and Louis Zahn is mgr. of the Farmers Grain & Supply Co., which recently purchased an elvtr. here. No alterations will be made in the plant.—H. P. Covey, sec'y-treas.

Rocky, Okla.—We have installed a new Richardson Automatic Scale, with type registering beam, in our elvtr. and will repair and give the house a general overhauling.—Hobart Mill & Elvtr. Co., Hobart.

Blackwell, Okla.—The elvtr. of Gingerich & Syllender Grain Co. burned at 7:30 p. m. Apr. 28. The building, which contained no grain, was insured. It will probably not be rebuilt at present.—Deer Creek Elvtr. Co., Blackwell.

El Reno, Okla.—H. Dittmer, general mgr. of the Canadian Mill & Elvtr. Co., of this city, and the Enid Mfg. Co., of Enid, is giving his employees a war bonus every Saturday night, amounting to an additional 25c per day.

Nowata, Okla.—We have just sold our elvtr. site to A. D. Young, who will build a new elvtr. at once, to be ready for operation by July 10. We will discontinue the grain business.—W. A. Whitford, of Whitford Grain Co.

Kingfisher, Okla.—We have let contract for the erection of 6 concrete grain storage tanks, with a capacity of 75,000 bus. This storage is to be completed and ready for use by June 15.—J. A. Ruth, mgr. Oklahoma Mill Co.

Erick, Okla.—The Williams Grain Co. has let contract for elvtr. equipment, consisting of a 10-h. p. oil engine, Richardson Automatic Scale, Fairbanks Wagon Scale, manlift and Eureka Cleaner, to the White Star Co.

Stillwater, Okla.—J. E. Audsley, of De Witt, Mo., has purchased the elvtr., mill and other property of the Stillwater Mill & Elvtr. Co. at this place, Glencoe and Mehan. Frank H. Kohn will retain his position with the new owner.

McAlester, Okla.—The recently incorporated McAlester Grain & Elvtr. Co. has let contract for a frame elvtr. to the Burrell Engineering & Construction Co. Members of the Hardeman-King Co., of Oklahoma City, are interested in this company.

Guthrie, Okla.—The Guthrie Mill & Elvtr. Co. will build 100,000-bu. concrete wheat storage tanks and will increase the capacity of its mill to 700 bbls. and its self-rising flour plant to 250 bbls. Later the company will build 300,000 bus. additional storage.

Junction City, Okla.—Austin & Black, of Chickasha, have bot the elvtr. of the Chickasha Mfg. Co. and a general store at this place. They also bot a custom mill at Lawton and are moving it to this station. Improvements will be made in the plant.—J. E. Gigoux, agt., Chickasha Mfg. Co., Lawton.

Minco, Okla.—The recently incorporated Farmers Elvtr. Co. has let contract for an elvtr., engine room and office to the White Star Co. Equipment includes a 25-h. p. oil engine, Richardson Automatic Scale, Fairbanks Wagon Scale, White Star Special Distributor, Eureka Corn Cleaner, Sidney Drag Feeders, mill, manlift and Sidney Combination Sheller and Boot.

El Reno, Okla.—We are building a 250,000-bu. reinforced concrete elvtr. Equipment includes 2 steel legs, of 5,000 bus. capacity per hour each, a 2,000-bu. hopper scale and a 6,000-bu. cleaner. The elvtr., which will be motor driven thruout, will be used not only for a storage and mixing plant for our new mill, but for a handling elvtr. as well.—K. E. Humphrey, mgr. El Reno Mill & Elvtr. Co.

Hinton, Okla.—We will repair our wagon scales by turning out all wood work and using concrete wherever possible. A concrete driveway will be put in from the scale to the elvtr. We are adding crushed rock, sand and cement to our line of business.—Hinton Mill Co.

Altus, Okla.—The lease of Livermore & Co. expired Apr. 1 and we will operate our elvtr. this season. We will install an electric motor for power. The Regg Grain Co., formerly of Carmen, has purchased a site and will erect an elvtr. here.—A. W. Hounshell & Sons.

Greenfield, Okla.—The Geary Mill & Elvtr. Co., of Geary, has let contract for an elvtr., engine room and dust room to the White Star Co. Equipment includes a 25-h. p. oil engine, Richardson Automatic Scale, White Star Special Distributor, manlift, Sidney Corn Cleaner, Drag Feeders and Combination Sheller and Boot.

Yewed sta. (Lambert p. o.), Okla.—The Farmers Grain & Supply Co. is building a 20,000-bu. tile elvtr., on the K. C. M. & O., and will be ready to handle the new crop. D. E. Muck is pres., A. L. Parkhurst is sec'y and I am mgr. of the company, which will handle posts, coal and produce in connection with its grain business.—E. W. McKibbin.

## OKLAHOMA CITY LETTER.

C. Y. Semple has moved his offices to 609 Grain Exchange Bldg.

L. A. Lewis will build a 3-story brick elvtr. at a cost of \$8,000.

We have opened a branch office at this city, in charge of K. F. Dazey, who will personally look after the business in Oklahoma.—Dazey-Moore Grain Co., Ft. Worth, Tex.

A movement is under way to build a public elvtr. So far, not much headway has been made, but we are hopeful that the deal will be consummated.—J. J. Stinnett, of Oklahoma Export Co.

A meeting of our arbitration com'te will be held May 21 at 10 o'clock. This date is arranged so that those interested in cases can attend the meeting and be here for the annual meeting commencing the following day.—C. F. Prouty, sec'y Okla. Grain Dealers Ass'n.

The 20th annual meeting of the Grain Dealers Ass'n of Oklahoma will be held May 22 and 23 with headquarters at the Skirvin Hotel. The convention will close with the usual banquet. Tentative plans for the program and entertainment are given elsewhere in this number of the Journal.

Drummond, Okla.—The Drummond Elvtr. Co. is erecting a 15,000-bu. elvtr. at a cost of \$7,500, to be completed by July 1. This company is composed of 60 large farm owners of this vicinity. The Blackwell Mill & Elvtr. Co., which recently bot the elvtr. of the defunct Ball Mfg. Co., owns 2 elvtrs. here and the other 2 elvtrs. are owned by the Enid Mill & Elvtr. Co.—X.

## OREGON

Astoria, Ore.—The Port Commissioners have asked for bids for construction of an elvtr., of 1,200,000 bus. capacity.

Downing, Ore.—The Weston Warehouse Co. has let contract for an elvtr., to cost \$10,000, to the Burrell Engineering & Construction Co.

Weston, Ore.—Contract has been let by the Weston Warehouse Co. for an elvtr., to cost \$10,000, to the Burrell Engineering & Construction Co.

Portland, Ore.—The Chamber of Commerce passed a resolution Apr. 27 indorsing the proposed bond issue of \$3,000,000 for the construction of an elvtr. and warehouse. The measure will be voted upon at the June election.

Shedd, Ore.—Contract for a 40,000-bu. concrete elvtr. has been let by the Boston Roller Mill Co., of which O. M. Thompson is mgr., to the Burrell Engineering & Construction Co. It will have 4 tanks and interstices and will cost \$12,000.



Tillamook, Ore.—Ray & Co. have incorporated, with a capital stock of \$15,000, to deal in grain, feed and hay. A branch office has been established at Cloverdale.

Condon, Ore.—The Farmers Elvtr. Co. has let contract for 100,000-bu. concrete grain storage tanks as an annex to its 50,000-bu. elvtr. The Burrell Engineering & Construction Co. has the contract.

## PENNSYLVANIA

Pittsburgh, Pa.—The Grain & Hay Exchange has installed 2 new corn testers.

Pittsburgh, Pa.—George H. Herb has applied for membership in the Grain & Hay Exchange.

Watsonstown, Pa.—Fire recently destroyed the large grain and feed warehouse of W. A. Leiser. Estimated loss, \$6,000.

Richmond sta. (Furnace p. o.), Pa.—I will succeed John Zarger as mgr. of the elvtr. of John A. Diehl & Co. at this place.—Bruce M. Small.

New Bloomfield, Pa.—We now have under construction a grain and coal elvtr., with a capacity of 20,000 bus. of grain and about 1,000 tons of coal.—Garber & Co.

Erie, Pa.—The 1,250,000-bu. concrete elvtr., for which the Erie & Western Transportation Co. let contract to the Stephens Engineering Co., will be finished by May 15.

Marion, Pa.—John S. Zarger has purchased the interest of Samuel H. Manon in the Marion Warehouse Co. and will become mgr. July 1, when the exchange will take place.—Diehl, Omwake & Diehl.

Erie, Pa.—Fire on Apr. 24 destroyed Elvtr. "A" of the Western Transportation Co., together with more than 200,000 bus. of wheat. Estimated loss, \$600,000. The elvtr. was a large wooden structure. An overheated pulley in a tower on the lake side of the elvtr. is reported to have caused the fire, but an investigation is being made. The conveyors to the two 1,000,000-bu. elvtrs., under construction, were destroyed.

## PHILADELPHIA LETTER

J. L. King has been appointed to make a scientific study of the grain moth, which caused a \$250,000 loss to the farmers of Pennsylvania last year.

S. H. Young & Co. have been dropped from membership in the Grain Dealers National Ass'n for refusing to arbitrate a trade difference with the Urnstom Grain Co., of Buffalo, N. Y.

The Commercial Exchange has adopted by vote the new government grain standards, which become effective July 1 on winter wheat, and Aug. 1 on other grades, taking the place of the present Exchange grades for wheat.

George K. Cralg, who engaged in the grain, feed and hay business on his own account, has applied for membership in the Commercial Exchange. A. P. Port and Robert Beatty, Jr., grain, feed and hay dealer, have also applied for membership.

## SOUTH DAKOTA

Wilmot, S. D.—The elvtr. of C. M. Jorgenson is closed.

Sisseton, S. D.—The elvtr. of the Empire Elvtr. Co. is closed.

Wallace, S. D.—A new cleaner will be installed by the Farmers Elvtr. Co.

Bryant, S. D.—The Farmers Elvtr. Co. will install a grain cleaner this season.

Crandon, S. D.—A new wagon dump will be installed by the Farmers Elvtr. Co.

Stratford, S. D.—William Worth contemplates the erection of a 16,000-bu. elvtr.—K.

Mansfield, S. D.—The office at the elvtr. of the Farmers Elvtr. Co. will be enlarged.

Clark, S. D.—The Clark County Farmers Elvtr. Co. contemplates the erection of a coal elvtr.

Mellette, S. D.—A new office and coal sheds will be erected by the Farmers Elvtr. Co.

Junius, S. D.—The Farmers Elvtr. Co. will remodel its elvtr. and install an automatic scale.

Elrod, S. D.—The Farmers Elvtr. Co. will increase its storage capacity and remodel its coal sheds.

Elkton, S. D.—We are installing an electric motor in our elvtr. here.—Davenport Elvtr. Co., Davenport, Ia.

Winfred, S. D.—The Farmers Elvtr. Co. will enlarge its coal sheds and handle tile in connection with its business.

Athol, S. D.—The elvtr. of the New Richmond Mfg. Co. is closed.—C. E. Rogers, agt. Eagle Roller Mills Co.

Crandall, S. D.—The Farmers Elvtr. Co. has built a new office and will erect additional coal sheds this summer.

Northville, S. D.—The 2 elvtrs. of the Farmers Elvtr. Co. were closed May 1 and will be opened again about July 1.

Dolan, S. D.—The elvtr. of the Farmers Land, Loan & Grain Co. was closed May 1 for the season.—Farmers Elvtr. Co.

Hoven, S. D.—We intend to widen our driveway and enlarge our office. We will also install an automatic scale.—Hoven Equity Exchange.

Gregory, S. D.—The Farmers Elvtr. Co. has let contract for remodeling its elvtr. and installing new machinery to the Grain Dealers Supply Co.

Lake Preston, S. D.—The Lake Preston Co-operative Elvtr. Co. has let contract for the drawing of plans and specifications for a new elvtr. to T. E. Ibberson.

McIntosh, S. D.—The Columbia Elvtr. Co. has let contract for a 30,000-bu. elvtr. to C. E. Eld & Co. This house will replace the one which burned last month.

Yankton, S. D.—John Foristal, mgr. of the local office of the McCaull-Webster Elvtr. Co., has left for Salina, Kan.—Mr. McEwin, of Janousek, has succeeded him here.

Madison, S. D.—New lumber sheds will be built by the Farmers Elvtr. Co. and one of its elvtrs. will probably be replaced with a warehouse for plaster and cement.

Raymond, S. D.—A barley house will be erected and the coal sheds of the Farmers Elvtr. Co. will be remodeled. A. C. Ruddy, mgr., has been ill with typhoid fever.

Sinal, S. D.—The Farmers Elvtr. Co. contemplates the erection of new coal sheds. C. B. Ausled is with C. A. Carlson & Son and I am with the Farmers Shipping Ass'n.—Simon Soward.

Nisland, S. D.—We have purchased a \$350 twin roll grinder for our plant here and will install it this month.—Tri-State Elvtr. Co. W. H. Campbell has resigned his position at the company's elvtr.

New Ellington, S. D.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, O. K. Sather, Ole Hovey and L. J. Wallstrom. The company is negotiating for the purchase of one of the elvtrs. here.

Hetland, S. D.—Hans Tande, agt. of G. W. Van Dusen & Co. for the past 20 years, has bot the elvtr. of Geo. P. Sexauer & Son and will operate it this season on his own account. Some repairing will be done on the elvtrs. at this place.—H.

Frankfort, S. D.—The Frankfort Mill & Elvtr. Co. has let contract for a 25,000-bu. up-to-date elvtr. to the Hickok Construction Co. This house will replace the one, which burned Dec. 30, and will have a reinforced slab foundation, with the ground underneath the elvtr. and scales cemented. Equipment includes 12 bins, steel spouting, 2 stands of elvtr. legs, cleaner, 20-h. p. electric motor and 1½ in. buckets. The elvtr. heads are fitted with Gerber Improved Distributors, by the use of which one set of spouting is sufficient to reach all the bins in the house

and both distributors can be set for the same spout at the same time. A Hess Outdoor Conditioner will be installed on the track side. The carpuller is located in the basement. Grain will be weighed out thru a 300-bu. Fairbanks Hopper Scale. The driveway scale is an 8-ton 16x8 Howe Scale with compound beam. The office is built attached to the driveway, with the beams for the driveway scales and the coal scales located in the bay windows. The manlift to the cupola starts above the work floor. A positive bin alarm system will be installed for signalling into the work floor when bins are full. The elvtr. heads will be equipped with Gemlo backstops to prevent the cups from backing up in case the power should go off suddenly, thus preventing choke-ups. The drives to all the machines and elvtr. legs are equipped with friction clutches. The pits will be constructed in a concrete boot tank. The front tank will have a capacity of 300 bus. and the back pit will be divided into 4 pockets to facilitate handling the grain from the cleaner and hopper scales.

## SOUTHEAST

Statesboro, Ga.—The E. A. Smith Grain Co. is installing feed milling machinery.

Jacksonville, Fla.—Plans for the erection of a large elvtr. in this city are now being made.

Handley, W. Va.—The Chesapeake & Ohio Ry. will rebuild the elvtr. and coal dock, which burned with a loss of \$15,000.

Decatur, Ala.—The Decatur Feed & Grain Co. has been organized with a capital stock of \$9,500, by Frank W. Webster and others.

Quitman, Ga.—W. H. Thomas has started the erection of a 6,000-bu. elvtr., which will be the first one in this state. It will be finished to handle the oat crop in July.

Savannah, Ga.—The grain interests of the Board of Trade met Apr. 25 and effected an organization, electing R. B. Young, chairman, and James A. Doyle, vice-chairman.

Marshall, Va.—J. M. Ramey & Son are out of the grain business. J. E. Ramey, not a member of the old firm, has established a grain business here.—J. T. Ramey, of J. M. Ramey & Son.

Roanoke, Va.—Work is progressing on the 150,000-bu. elvtr. for which the Roanoke City Mills recently let contract to the Macdonald Engineering Co. A mill is being erected in connection. J. W. Ring is pres. of the company.

## TENNESSEE

Franklin, Tenn.—There is some talk of an elvtr. being erected here during the summer, but think the unsettled conditions and poor wheat prospect will frighten the promoters.—Lilly Mill Co.

## MEMPHIS LETTER.

We are now entering the grain brokerage business.—E. A. Moore & Co.

Yates & Donelson have increased their capital stock from \$40,000 to \$160,000.

Rex Clark and Walter Browne have been admitted to membership in the Merchants Exchange.

## NASHVILLE LETTER.

John C. Bennett has been re-elected sec'y and treas. of the Grain Exchange for the fourth time.

We are making preparations to repaint the Hermitage Elvtr. and also the warehouse and power plant. We will put a new gravel roof on these 3 buildings. We recently completed the installation of 7 new elevating belts. Our house is thoroughly cleaned each week, and in a very short time we expect to have it in absolutely perfect condition in every particular. We do not buy or sell grain, but operate strictly on the public elvtr. plan.—P. A. Fritchard, pres. Hermitage Elvtr. & Warehouse Co.

## TEXAS

Whitedeer, Tex.—We are building a new elvtr. here.—Alva Roller Mills, Alva, Okla.

Vega, Tex.—We will build coal bins this summer.—C. L. Morris, mgr., Farmers Elvtr. & Storage Co.

Westover, Tex.—The Graham Mill & Elvtr. Co. of Graham, has built a 6,000-bu. receiving elvtr. here.

Amarillo, Tex.—We are building an additional warehouse.—H. L. Kearns, sec'y Early Grain & Elvtr. Co.

Kress, Tex.—The C. B. Cozart Grain Co. bot and took possession May 1 of the elvtr. of Moore & Skepworth.—B.

Collinsville, Tex.—W. P. Strickland will remodel a warehouse and buy grain at this place.—J. F. Hammond.

Jericho, Tex.—The Cozart Grain Co. will erect an elvtr. on a site, which it has leased from the Rock Island Railroad.

Tulia, Tex.—We expect to build a hay barn and to erect a new head house at our elvtr. this summer.—W. A. Porter & Son.

Happy, Tex.—The C. B. Cozart Grain Co. has completed the 15,000-bu. elvtr. for which it let contract to the White Star Co.

Conway, Tex.—The Panhandle Grain & Elvtr. Co. will build an elvtr. on a site, which it has leased from the Rock Island Railroad.

Littlefield, Tex.—The H. G. Tolbert Grain Co. has placed its new 7,000-bu. elvtr. in operation. The White Star Co. had the contract.

Farwell, Tex.—I will make a few minor changes and improvements at a cost of about \$500. I have already added a new cleaner.—C. R. Holman.

Byers, Tex.—We will not rebuild this year our elvtr., which burned last December, as the prospect is for a light wheat crop.—W. H. Dowlen & Sons.

Wildorado, Tex.—We expect to increase our capital stock from \$5,000 to \$7,500, and to build a new warehouse.—J. H. Woodward, mgr., Wildorado Elvtr. Co.

Plainview, Tex.—An elvtr. is being erected by E. S. Hall, of Dallas, and R. E. Ayres, of Carnegie, Okla. It will be finished in time to handle the new crop.

Wichita Falls, Tex.—The brick grain warehouse just completed by J. A. Kemp, Frank Kell and C. C. Huff has been destroyed by fire. Estimated loss, \$35,000.

Galveston, Tex.—The 20th annual meeting of the Texas Grain Dealers Ass'n will be held in this city on May 25 and 26, with headquarters at the Hotel Galvez.

Hale Center, Tex.—The Hale Center Elvtr. Co., Roberts & Lemond, props., has completed the 12,000-bu. studded elvtr. for which it let contract to the White Star Co.

Ennis, Tex.—The City Mill, owned by R. L. Sparkman, will erect 4 concrete grain storage tanks, of 15,000 bus. capacity, and a flour mill, equipped with electric power.

Abernathy, Tex.—The elvtrs. of the Abernathy Coal & Grain Co. and the Townsend Grain Co. have been completed. The White Star Co. had the contracts.

Umbarger, Tex.—The C. B. Cozart Grain Co., of Woodward, Okla., has completed the elvtrs. at this place and Bushland, for which it let contract to the White Star Co.

Petrolia, Tex.—The elvtr. of the Wichita Mill & Elvtr. Co. burned Apr. 27, together with 1,000 bus. of wheat, after being struck by lightning, will be rebuilt at once.—W. H. Dowlen & Sons, Byers.

Weatherford, Tex.—I have under construction a 10,000-bu. storage addition to my main elvtr. and a 10,000-bu. steel tank, which will be completed by May 20. This will give me 50,000 bus. bulk storage and 50 cars sacked storage.—H. J. Bradfish.

Alken sta. (Floco p. o.), Tex.—We recently sold our elvtr. at this station to the Floco Grain Co. Messrs. McElvoy, Hollaus and Abney, of Texline, are interested in the new company.—Cobb Grain Co., Plainview.

Spearman sta. (no p. o.), Tex.—We will build an elvtr. at this station, which will be the terminus of the road, which the Santa Fe is now building west from Shattuck, Okla.—W. H. Douglas, of B. O. Cator Grain Co., Texhoma, Okla.

Groom, Tex.—The plant of the Farmers Elvtr. Co. burned about 2 weeks ago with a loss of about \$13,000, of which \$5,000 was on contents. Practically all of this amount was covered by insurance, and it is understood that the company will rebuild in time to handle this year's crop.—T.

Amarillo, Tex.—I am removing the machinery from the plant of the Amarillo Mill & Elvtr. Co., which was recently purchased by B. B. Spruance and associates, and a 50-bbl. Midget Marvel Mill is being installed.—W. A. Berrian, supt. of construction for W. L. Hutcheson, Oklahoma City, Okla.

Wolfe City, Tex.—We have purchased the Wolfe City Mill of E. Lasker, Galveston, and are increasing the capacity to 500 bbls. of flour and 500 bbls. of meal. We have practically built a new mill out of it and will start operating June 15 under the name of the Kimbell Mfg. Co.—Beatrice Mfg. Co., Whitewright.

Groom, Tex.—The Groom Elvtr. Co. has been organized and will erect a 24,000-bu. iron clad elvtr. on the Rock Island, equipped with cleaner, automatic scale and feed mill. Contract has not been let. The incorporators are Walter Knorpp, John Fraser, C. R. Slay and myself.—E. S. Blasdel, of Plains Grain Co., Amarillo.

The East Texas Mill & Elvtr. Co., of Longview, has been admitted to membership in the Texas Grain Dealers Ass'n. Applications for membership have been received from the Hale Center Elvtr. Co., Hale Center; L. C. Cason, Cleburne; Minus Flour Mills, Minus; E. E. McNeely, Troy; Farmers Mill & Elvtr. Co., Munday; Shreell Elvtr. Co., Haskell, and the Merchants Grain Co., Yoakum.—H. B. Dorsey, sec'y.

Dublin, Tex.—H. L. Knight has built a new elvtr. and Midget Mill. The Bencini Cotton Oil Co. installed machinery last fall to crush peanuts and manufacture peanut oil, peanut cake and peanut meal. This year it will install peanut hullers and employ 125 women and 25 men. Last year we received over 300 cars of Spanish peanuts from farmers, and this year the crop will be nearly twice as large.—Utterback & Harris Co.

Hale Center, Tex.—The Porter Grain Co. is building an elvtr. The equipment, which is being furnished by the White Star Co., includes a 20-h. p. Fairbanks-Morse Oil Engine, 1,500-bu. Richardson Automatic Scale, wagon scale, Eureka Cleaner, roller feed mill and non-chokable boot and distributor system. For the convenience of its customers, many of whom must come from a long distance and stay over night, the company will have a wagon yard and bunk house in which camp may be made.—T.

## FT. WORTH LETTER.

Our bulk storage is now about 400,000 bus. and the sacked storage about 100,000 bus. We have just finished doubling our handling capacity. The Burrell Engineering & Construction Co. did the work.—F. G. Rall Grain Co.

E. R. Kolp has under construction a 100,000-bu. elvtr. in North Ft. Worth. The E. G. Rall Grain Co. has added to its plant, giving it a capacity of 500,000 bus. The Ft. Worth Elvtrs. Co. has just completed an addition of 14 concrete tanks to its plant, which gives it a storage capacity of 1,250,000 bus. With these additions this city, which is an interior market, will have about 3,500,000 bus. storage capacity.—J. E. Robinson, chief grain inspector.

W. B. Stowers, of the W. B. Stowers Grain Co., has removed to Oklahoma City, Okla.

## WASHINGTON

Almira, Wash.—The Almira Trading Co. will build a 40,000-bu. elvtr.

Chehalis, Wash.—The Chehalis Grain Co. has installed new machinery in its plant.

Walla Walla, Wash.—The P. V. Elvtr. Co. has been incorporated, with a capital stock of \$24,000.

Diamond, Wash.—Several farmers are planning the erection of a 50,000-bu. elvtr., equipped with electric power. Frank Feenan, of Colfax, is in charge of the project.—X. K.

Seattle, Wash.—Contract for the annex to the elvtr. of the Port Commission was let to P. A. Harrington for \$79,392. It will be ready for this fall's harvest and will give the elvtr. a total storage capacity of 1,000,000 bus.

## WISCONSIN

Fall Creek, Wis.—We contemplate the installation of a clover seed cleaner to be run by power.—Niebuhr & Son.

Holmesville, Wis.—Frank Reed, of Necedah, has purchased our warehouse at this place.—H. H. Peters & Co. Wonewoc.

Oakfield, Wis.—We will not discontinue buying grain. The recent report that we were considering taking this step is incorrect.—N. J. Marx, mgr. Oakfield Elvtr. Co.

New Richmond, Wis.—Work is progressing on the 150,000-bu. elvtr. and 500-bbl. flour mill which the New Richmond Roller Mills Co. is building to replace the plant burned last October. The new buildings will be finished about July 1.

Colfax, Wis.—The Northern Elvtr. Co., of Manitowish, has purchased the elvtr. which Ed C. Davey bot 10 days before from J. A. Freestone. Mr. Freestone has been retained as mgr. and will conduct a flour and feed business on his own account.

Watertown, Wis.—The Shane Bros. & Wilson Co. has bot the 40,000-bu. elvtr. and mill of the Globe Mfg. Co. Possession will be given June 1 and Geo. E. Manschot will remain as mgr. The capacity of the mill will be increased from 450 bbls. to 500 bbls.

Appleton, Wis.—We have bot the elvtr. and other property of the Western Elvtr. & Grain Co. here and will operate as the Western Elvtr. Co., not incorporated. We will do a wholesale and retail business in grain, seeds, feed, flour and millstuffs.—Servaes & Goodland.

## MILWAUKEE LETTER.

Ware & Leland, of Chicago, Ill., closed their branch office here on May 1.

Frank J. McDermott, supt. of the Updike Grain Co., was married Apr. 16 to Miss Laura Johnson, of Chicago, Ill.

We will enclose the workhouse and cupola of our elvtr. with a 6-in. concrete wall. This is to replace the ferro-inclave plastered walls. R. H. Folwell & Co. have the contract.—D. D. Weschler & Sons.

The inspection dept. is being enlarged by three additional rooms, giving more floor space in the grading and moisture testing rooms and providing better office space for the inspection and weighing depts.—A. A. Breed, chief grain inspector, Chamber of Commerce.

The board of directors of the Chamber of Commerce, in special meeting assembled Apr. 23, resolved that in this critical time the hands of our Government should be upheld, and the people should come forward with such aid as they may be able to render, so that the United States may find itself thoroughly organized and equipped, and every industry prepared to co-operate with the Government; and that this Chamber of Commerce offers its services in this behalf.



## Council of Grain Exchanges at Washington.

After briefly stating the purposes of the meeting J. R. Mauff pres. of the Council of Grain Exchanges at Washington May 4 called upon the sec'y, J. R. Pickell, to detail the reasons for the call. Mr. Pickell said:

### Secretary's Report.

The Secretary of the Crop Improvement Com'te is working under the supervision of the chairman of the Crop Improvement Com'te of this organization and in an official capacity, except so far as the publication of The County Agent is concerned. The County Agent is now entirely controlled by Secretary Ball and he alone is responsible for the contents of that publication.

In a consideration of what action the Council delegates desire to take relative to the disposition of the work of the Crop Improvement Com'te I wish to call your attention to a bill now pending in Congress providing for the appropriation of \$24,000,000 to be expended by the Secretary of Agriculture for just such purposes as our Com'te has carried on through its Crop Improvement propaganda. This appropriation, if authorized by Congress, as it doubtless will be, will give the Secretary of Agriculture power, among other things, to place a county agent in every county in every grain producing state in the country, and it will enable him to give every phase of Crop Improvement work not only proper attention but also adequate financial support.

There is just about \$1,000,000 in the Crop Improvement fund. The Toledo Produce Exchange withdrew from the Council and F. O. Paddock, who was elected a member of the Executive Com'te from Toledo, resigned. President Mauff appointed Mr. Edward Kelly of Wichita his successor for the ensuing year. The Louisville Board of Trade has affiliated with this organization since the January meeting, so in point of membership we are just where the annual meeting in January left us. All but three of the constituent members of the Council have paid their dues for this year and we have now in the general fund the sum of \$1,401.19. There is a balance of \$1,956.50 in our litigation fund. Since the January meeting the Chairman of the Litigation Fund has collected a total of \$230.00. One hundred and fifty dollars of this amount was paid by the New Orleans Board of Trade and \$80.00 by the individual members of the Little Rock Board of Trade.

The primary purpose of this meeting is to offer to the government a com'te composed of men of experience who are willing to devote their time and pay their own expenses in assisting the United States government in wisely and economically distributing the non-perishable foodstuffs of this nation.

On motion by J. C. F. Merrill, of Chicago, a com'te of 7 was appointed. J. L. Messmore, of St. Louis, offered the following resolution, which was adopted:

### Com'te in Aid of National Defense.

WHEREAS, Our beloved country, the United States of America, in defense of its rights and liberties and those of its citizens has been forced into war with the autocratic powers which are seeking to conquer the nations of Europe to deny them the right to rule themselves under the blessings of a free democracy, and to compel them to be subjects of an autocracy that knows no law but its own desires, and

WHEREAS, In this hour of national peril it is the patriotic duty of all citizens to place at the command of the Government every service that lies in their power to render, therefore, be it

RESOLVED, That the Council of Grain Exchanges, recognizing that the accumulation and distribution of the grain crops of the country will be a vital factor in the successful prosecution of the war, tenders to the Secretary of Agriculture all of the facilities of the organized exchanges and the experience and abilities of their members, and submits for his consideration as a committee through which the entire grain marketing trade can be brought under the direct command of the Government the following:

Robert McDougal of Chicago; F. B. Wells of Minneapolis; Alfred Brandeis of Louisville; Julius H. Barnes of New York; D. F. Plazzek of Kansas City, and M. H.

Houser of Portland, Oregon. J. Ralph Pickell, Secretary.

J. C. F. Merrill moved

That the Crop Improvement Com'te work be terminated at the pleasure and discretion of the Executive Com'te. Also that a statement be published in The County Agent, in which all responsibility for its publication is avowed by the Council of Grain Exchanges and that the post office be notified that the Council has had nothing to do with the publication of the paper since March 1, if the publication is registered in the name of the Council.

### Natural Shrinkage Litigation.

E. P. Smith's report on the progress of the natural shrinkage litigation was read, from which we take the following:

Omaha, April 26.  
The carriers all demurred to the bill that we filed, and those demurrers came up for argument last Monday. The carriers argued three vital questions. They contended:

That the rule was legal. If the shippers had any objections thereto, those objections must be made to the Interstate Commerce Commission. If any court had jurisdiction of the matter, it was a Federal Court; and that the State Courts had no jurisdiction in the premises.

The argument lasted all Monday and Tuesday forenoon.

At the conclusion of the argument, Judge Gridley overruled their demurrers, thus holding with us on every proposition. They were given thirty days in which to answer, if they so desire; or they have the right to stand on their demurrers and go to the Supreme Court. Just which they will do, I am not advised. I think none of us will underestimate the extent of the victory we won in this, the first round in this litigation. If the carriers answer the bill of complaint, that will make it necessary to take considerable testimony all over the United States, and some arrangements will then have to be perfected for the taking of this testimony. My purpose in writing you at this time, is to advise you of the status of the case at the present time, so that you and all members of the Council of Grain Exchanges may know that we have won a decisive victory over the carriers at this time.

At the afternoon session Dr. B. T. Galloway assistant of Sec'y of Agriculture Houston thanked the Council for its tender of the com'te and accepted it in the name of the sec'y, and after a stame statement of the work contemplated, the meeting adjourned.

### Exchanges represented were:

Baltimore, Charles England, and Herbert Sheridan; Buffalo, H. T. Burns, Fred E. Pond; Chicago, J. P. Griffin, J. C. F. Merrill, J. Ralph Pickell, Adolph Kemper; Duluth, M. L. Jenks, Chas. F. Macdonald; Kansas City, D. F. Plazzek; Louisville, Ky., R. L. Callahan; Mansfield, O., Henry L. Goemann; Milwaukee, J. M. Statton, Jugo Stolley; Minneapolis, Wm. Dalrymple, C. A. Magnuson; New York, James Ward Warner, L. W. Forbell, Julius Barnes; Omaha, E. P. Peck; Peoria, W. T. Cornelison; St. Louis, John L. Messmore and Harry H. Langenberg.

### Using Kerosene.

To run a gasoline engine successfully on kerosene oil every drop of oil must be completely vaporized to form the intimate mixture with air that gives the maximum explosive effect and leaves no carbon deposit. While almost any of the earlier designs of carburetors will operate successfully for a brief space of time the conditions of use in the gasoline engine are such that gasoline should be used to start with and water introduced to eliminate spark plug troubles; and the up-to-date carburetor is provided with means to admit these in scientific proportions, as in the carburetor supplied by the Kerosene Carburetor Co.

The saving at different market prices for gasoline and oil can readily be calculated on the basis that a 30-h.p. engine using 25 gallons of gasoline in 10 hours will do the same work on 23 gallons of kerosene; and the price of kerosene is always less per gallon. No special tools are needed to attach the carburetor to the engine.

### Guard for Manlift Openings.

When the manlift is installed to operate from the pit to the cupola it becomes necessary to provide an opening in the work-room floor thru which it may pass. Then, when the operator is using the lift in making a trip to the cupola and a prospective customer comes into the plant to find him, that p. c., upon seeing the car gone, will invariably look below to see if it is down there.

Let us suppose that the said car is descending rapidly just at the moment. The elevator man, intent upon his affairs and not knowing that another person is beneath, comes on down in the prescribed path. Bing! the car hits the p. c. in the back of the head and a body goes hurtling to the floor of the pit.

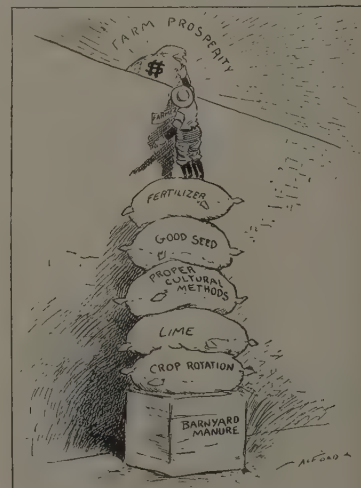
Why not cover the opening in the floor with a trap door? One does not make nearly so many trips to the pit as to the cupola, and a little extra trouble at the time when such a journey must be taken will not work a great hardship. Let the trap door be made to completely close the opening, and hinge it at one side. Attach a rope, fastened to the side of the door opposite the hinges, and passing through a pulley located at any convenient place. When the manlift is at rest it stands upon the door; when the car is taken aloft the door remains closed. If it be desired to go below, one must first ascend a few feet; a pull upon the rope opens the door; the rope is snubbed around some sort of projection provided for the purpose, and the door is held open to permit the car to drop beneath the floor.

If you don't like that arrangement, make a cage around the landing at the floor level and fit it with a door which is closed by a spring when the operator has passed thru the door to board the car.

However the thing may be arranged, let it be remembered that careless people must be protected. Try to figure out the way to make an accident impossible.

A MINIMUM PRICE of \$1.50 a bushel for wheat instead of a maximum price is urged by W. B. McBean of Winnipeg, because in that case the farmers would hire help at any cost and thus increase production.

EUROPEAN weather is now springlike and reports from agricultural centers are flattering. Moderate yields are expected.



## Feedstuffs

AN ALFALFA meal mill will be installed at Independence, Kan., by the Star Milling Co.

MUSKOGEE, OKLA.—The Davidson Mill & Elevator Co. is doubling capacity of its alfalfa molasses plant.

WESTERN KANSAS farmers have been demanding feed and the coarser grains as well as seed. A shortage exists.

CROWLEY, LA.—We have succeeded Mathews Feed & Storage Co.—Purity Feed Mills Inc., John Bethany, sec'y-treasurer.

STATESBORO, GA.—The E. A. Smith Grain Co. contemplates the installation of a feed mill to include mixers for syrup feeds and driers and also bolting reels for handling dry grains.

SHAWNEE, OKLA.—The Shawnee Milling Co. is erecting an alfalfa feed mill, one section to be 200 ft. long, the other 100 ft., of reinforced concrete construction at a cost of about \$35,000.

PHILADELPHIA, PA.—Geo. H. Craig has opened a feed business of his own, specializing in re-cleaned oats, hay, straw, and molasses feeds. He was formerly connected with P. A. McClain & Co.

JACKSON, MISS.—R. H. Green is building an elvtr., 150x200 ft., warehouse and complete molasses feed plant at a cost of \$40,000. The plans for the building and the machinery were furnished by Kaucher, Hodges & Co., and the building is being erected by W. J. McGee. A corn sheller and hay grinder will be installed.

MISBRANDING FEED was charged against the Cairo Milling Co., Cairo, Ill., and it was fined \$10 and costs in the Eastern District Court of Illinois. The specific charge was that the label read, "Guaranteed analysis: Protein 10.50%, \* \* \* fibre 12.00%," while a test by the U. S. Bureau of Chemistry showed only 9.63% of protein and 15.06% of fibre.

### Feedstuffs Movement in April.

Receipts and shipments of feeding-stuffs at the various markets during April, 1917, compared with April, 1916, were as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Chicago (lbs.)	77,729,000	44,130,000	73,831,000	69,188,000
New York (lbs.)	1,938,000	.....	503,900	.....
St. Louis (sacks)	94,390	110,830	73,800	99,590
Kansas City (tons)	3,080	2,000	13,560	13,620
San Francisco (tons)	1,219	1,335	.....	.....
Milwaukee (tons)	760	10,730	15,766	21,319

WATER FOR THE IRRIGATION of 700,000 acres of land until Dec. 31, 1920, is made available at small cost for farming, by a bill introduced into Congress by Edward T. Taylor of Colorado. The cost would be "not less than the annual operation and maintenance charge fixed by the public notice, plus 2% of the construction charge." A sum of \$5,000,000 is appropriated to carry out the provisions of the act. This bill, if passed, would open the way for the government to engage directly in the business of growing and selling crops of necessary food crops.

### Steam Power for the Grain Elevator.

When a grain drier is operated in connection with an elevator a supply of steam for heating the coils is indispensable. Also, when a grain purifier forms part of the equipment of the plant steam is necessary to dampen the oats before applying the sulfur fumes.

The first installations of driers and purifiers were made in the large cities where the volume of grain handled warranted the investment in this costly equipment; but driers have now been perfected in small sizes and the builders of purifiers have so standardized their apparatus that elevators at interior transfer points as well as the larger country houses have an opportunity to profit by their installation.

This makes for a demand for steam plants in connection with the elevator, to serve the threefold purpose of power, heat and purification. In many cases where it is contemplated to put in drying and purifying equipment later, it is advisable to provide the new elevator with a steam power plant in the beginning.

After the steam has been used to drive the piston in the engine cylinder it still contains a great deal of heat which usually is wasted in the exhaust. This exhaust can be used to run the drier at practically no cost, as well as to heat the elevator office. This efficiency of exhaust steam heating is based on the fact that steam as it leaves the engine contains 84 per cent of the heat that was imparted to it in the boiler; and practically all of the remaining heat can be saved by using the heat given off during condensation from steam to water. An added advantage of the steam engine is that cobs costing nothing can be used as fuel.

### Crop Improvement.

THE FINAL spring crop page has been issued to 2,000 newspapers in the United States by the Crop Improvement Com'te. A new page on feeds and feeding is now being prepared for these papers.

A DONATION of \$2,500 has been voted by the Baltimore Chamber of Commerce toward the fund of \$10,000 which is being raised by the state board of agriculture to help secure seed for needy farmers for this season's planting.

THE PLANTING of white corn instead of yellow is urged by the Illinois state board of agriculture because white corn is used in more human food products than is the yellow, and should command a premium over yellow on that account.

BUCKWHEAT OFTEN does well on land on which other cereals other than rye will not flourish. It may be planted later than other similar crops, and on old meadows or waste land that can be broken after the more exacting crops are planted. The acreage could be increased, especially in portions of New York, Penn., and New England where it is now grown to considerable extent.

INQUIRIES have been sent to 17,000 points to ascertain the acreage of wheat, oats, barley and potatoes treated for smut. These inquiries have been sent to farmers and also to retail druggists asking if sales of formaldehyde have been increased this year on account of the campaign for its use for agricultural purposes. Dr. H. E. Horton, chemist of the American Steel & Wire Co., is co-operating with the Crop Improvement Com'te in this work.

# THERE are other publications, but there is only one Rosenbaum Review

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## Supreme Court Decisions

**Safe Subject to Inspection.**—Where goods are sold subject to inspection, and after inspection rejected, title does not pass, and the seller is not bound to resell to ascertain the value, but may rely on other evidence.—*Hess v. Seitzick*. Supreme Court of Washington. 163 Pac. 941.

**Delivery.**—Where B/L to shipper's order attached to draft was sent to a bank for collection, there was no delivery of the goods covered by it until payment, since until then neither title nor control over the property passed.—*Zimmerman v. T. C. Bottom Produce Co.* Kansas City Court of Appeals. 192 S. W. 1038.

**Delivery without B/L.**—A railway delivering goods to the true owner who was entitled to possession without receiving the B/L is not liable, although the consignor is thereby prevented from collecting a note attached to B/L.—*Ben D. Schaad Machy, Co. v. St. L., I. M. & S. Ry. Co.* Supreme Court of Arkansas. 193 S. W. 270.

**Arbitration.**—There being no limitation in the arbitration agreement on the powers of the arbitrators, but it being agreed their decision on the law and facts shall be final, their determination cannot be disturbed, except for dishonesty or mistakes under the principles adopted by them.—*Gerdeetz v. Central Ore. Irr. Co.* Supreme Court of Oregon. 163 Pac. 980.

**Brokers.**—Where stock brokers sold shares of stock for a price less than that fixed by the owner, who refused to deliver to the purchaser, and were then compelled to repurchase at an advance for delivery to the purchaser, they could not recover damages for the owner's failure to deliver.—*Donner v. Wilson*. Supreme Court of Pennsylvania. 100 Atl. 461.

**Overcharges.**—Charges founded upon a wrongful reshipment of goods from their destination, after delivery there, are illegal, and detention of the goods, on their return to the place of destination, for nonpayment thereof, is wrongful and subjects the carrier to absolute liability for loss thereof occurring within the period of such detention.—*Belknap v. B. & O. R. Co.* Supreme Court of Appeals of West Virginia. 91 S. E. 656.

**Bank's Recovery of Margins.**—A bank has no statutory right to recover losses sustained by its cashier in gambling on futures with embezzled funds from the cashier's brokers. Allegations in petition by bank's receiver that defendant brokers received embezzled funds from bank's cashier for future gambling, with utmost bad faith and reason to know his limited financial resources, held not to state a cause of action.—*Thorn & Maginnis v. Wallace*. Supreme Court of Mississippi. 74 South. 610.

**Carrier's Recovery of Undercharge.**—The freight charges for the transportation of an interstate shipment are fixed by the schedules and joint tariffs then in effect, and filed and posted in accordance with Act Cong. June 29, 1906, known as the "Hepburn Act" (Act June 29, 1906, c. 3591, 34 Stat. 584); and though a common carrier, by mistake or otherwise, delivers goods upon the payment of a lower rate than that stated in the tariffs, it may thereafter demand and recover of the consignee (who has adopted the carrier's contract of affreightment with the shipper) the difference between the amount of freight charges actually paid to the transportation company and the amount due upon the basis of the correct rate for the service rendered via the route selected by the consignee and specified in the bill of lading by the shipper. Upon the refusal of the consignee to pay such undercharge the transportation company may maintain and recover in an action therefor. *Georgia*

*R. R. v. Creety*, 5 Ga. App. 24, 63 S. E. 528; *Central of Georgia Ry. Co. v. Curtis*, 14 Ga. App. 716, 82 S. E. 318; *L. & N. Ry. Co. v. Maxwell*, 237 U. S. 94, 35 Sup. Ct. 494, 59 L. Ed. 853, L. R. A. 1915E, 665; *Seaboard Air Line Ry. v. Luke*, 19 Ga. App. 100, 90 S. E. 1041; *S. F. & W. Ry. Co. v. Bundick*, 94 Ga. 775, 21 S. E. 995; *Barnes on Interstate Transportation*, 194, 195.

(a) Attention is directed to ruling 286 (f) May 10, 1910, of the Interstate Commerce Commission, as shown in Conference Rulings No. 6, p. 91; *Watkins on Shippers and Carriers* (2d Ed.) 882; *Ludowici Celadon Co. v. Missouri Pac. Ry. Co.*, 22 Interst. Com. Com'n Rep. 588.—*Central of Georgia Ry. Co. v. O'Neill Mfg. Co.* Court of Appeals of Georgia, 91 S. E. 877.

**Delivery without B/L.**—After negotiation of the B/L, when the shipper learned that the potatoes shipped were decayed and ordered his agent to dispose of them immediately, but the agent told the carrier that he had no authority to get them without a B/L, but the carrier nevertheless released them to him without bill of lading, there was a wrongful delivery, for which the carrier was liable to the holder of the bill.—*First Nat. Bank of Allegan v. G. R. & I. Ry. Co.* Supreme Court of Michigan. 161 N. W. 859.

**Limitation of Telegraph Co.'s Liability.**—In action against telegraph company for error in transmission of message, it was error to confine plaintiff's recovery to \$50 and interest, where the telegram was written on a blank piece of paper and there was no showing of acceptance of the message under conditions, that would incorporate, as part of the carrier's contract, the limitation clauses appearing in print on the back of the telegraph blanks in general use.—*W. U. Tel. Co. v. Schade*. Supreme Court of Tennessee. 192 S. W. 924.

**Gambling Contracts.**—Under Revisal 1905, §§ 1689, 3823, 3824, making an agreement for an adjustment upon the basis of the difference in prices of the commodity at the time fixed void if the parties to a contract for the sale of cotton for future delivery, did not intend that the cotton should be delivered, but their purpose was to conceal under the terms of a contract of sale a gambling deal, or transaction, by which they contemplated no real bargain as to the article agreed to be delivered, the contract was void.—*Orvis Bros. Co. v. Holt-Morgan Mills*. Supreme Court of North Carolina. 91 S. E. 948.

**Delivery of Freight on Side Track.**—Under the Alabama law, a carrier may, by custom or contract, make a valid "delivery" of freight by merely placing the car upon a side track at a place where it has no agent, and this is true when neither the consignee nor his representative is there to accept it. Where it is intended that delivery of freight shall be made at a private siding, etc., the Alabama rule is that where by custom or contract the duty of the carrier is performed when it places the car on a side track ready for unloading by the consignee, the liability of the carrier as carrier ceases.—*Georgia Cotton Co. v. Cent. of Ga. Ry. Co.* Court of Appeals of Georgia. 91 S. E. 933.

**Reshipment Notice.**—A carrier's unauthorized and wrongful removal of goods from their place of destination, after delivery there, imposes upon it duty to notify their owner of the probable date of return thereto, and omission of such duty subjects the carrier to absolute liability for loss of the goods occurring between the dates of their return and the owner's knowledge thereof. In such case the general rule absolving the carrier from duty to notify the consignee of the arrival of goods at their place of destination and making it his duty to await their arrival and inquire about it does not apply. To make it applicable the carrier must give notice of the date of the return shipment.—*Belknap v. Baltimore & Ohio R. R. Co.* Supreme Court of Appeals of West Virginia. 91 S. E. 656.

WE HAVE added the Universal Grain Code to our list.—Try it.—Liberty Mills service letter, Henderson, Ky.

## Sale by Sample or Description.

The Arbitration Com'te No. 2 of the Grain Dealers' National Ass'n, composed of Elmer Hutchinson, Jno. S. Green and F. E. Barker, has affirmed a decision of the Arbitration Com'te of the Ohio Grain Dealers Ass'n in favor of Kirby White, of Harrod, O., defendant, on a claim made by Hyman & Levy, of Lima, O., plaintiffs, for loss of \$188.60 on account of failure to ship a car of oats of a grade equal to the description.

Plaintiffs made affidavit that they bot oats to be good, sound and merchantable. Defendant made affidavit that the oats were not sold by description but by sample as inspected by Mr. E. Levy in White's elevator and that he showed him oats that were dark, stained and musty.

The oats were resold to E. T. Custenbinder & Co., John B. Yeager & Co., and C. P. Matthews & Co., who unloaded 413 bus. at Scranton, Pa., refusing the remainder on account of the condition of the grain, after which the car was forwarded to Philadelphia and sold on the market.

## Telegraph Company Liable for Error.

The message filed "608 Curtis Av." was by error of the telegraph company transmitted as "608 Prentice Av." and the recipient was unable to find the person for whom the appointment was made. The person named was forced thereby to remain destitute in the flooded district of Middletown, O., for several days and contracted a cold and pleurisy, for which the jury in the circuit court gave judgment against the Western Union Telegraph Co. for substantial damages.

The court of appeals cut the amount to \$50, as limited on the back of telegraph blanks; but the Supreme Court of Tennessee on Mar. 3, 1917, reversed this decision, holding the sender was not bound thereby, having written the message on a blank piece of paper.

The court said: "The Interstate Commerce Act provides that messages by telegraph subject to the provisions of the act may be classified into day, night, repeated, unrepeat and such other classes as are reasonable, and that different rates may be charged for the different classes of messages; and, further, it is made the duty of such companies as common carriers to establish, observe and enforce just and reasonable rates by way of tariffs."

"It was stipulated on the trial of the case in the circuit court that the defendant company had filed its classification of telegrams and rates with the Interstate Commerce Commission."

"It is now generally held, as the Court of Civil Appeals states, that by this amendatory act Congress has occupied the field with respect to interstate telegrams. The result is to make applicable the rulings of the federal courts in reference to the validity of contractual limitations, such as that of a \$50 liability for such failure in relation to messages sent from one state to another."

"However, it does not follow that the Court of Civil Appeals reached a correct result in its judgment. The record contains no stipulation or proof touching the existence of any contract which undertakes to so limit liability. The telegram was written on a blank sheet of paper, and so accepted for transmission. There is nothing which shows that it was accepted under conditions that would incorporate as a part of the carrier's contract the limitation clauses that may appear in print on the back of the telegraph blanks in general use. We think it clear, therefore, that there was error committed in so confining the recovery to \$50 and interest. The petition for certiorari filed by Christine Schade is granted, and relief awarded accordingly."—192 S. W. Rep. 924.

BOARD OF TRADE members are requested not to advise speculative purchases or sales of grain, as such advice may be construed as an effort to advance prices.



## Patents Granted

**1,224,033. Dust Collector.** (See cut.) Chas. Stahn, New Haven, Mo. A dust collector composed of a frame supporting a casing into which the dust-laden air is introduced. Partitions are arranged in the upper part of the casing and between the partitions is a drum having an opening in its side. A wheel located at the top of the frame rotates the drum by a ratchet. A blade is carried by the drum below the opening, and tubes of woven material are located at its top with means for vibrating them by a spring sector.

**1,224,445. Conveyor.** (See cut.) Frank W. Burpee, assignor to Burpee & Letson, Ltd., South Bellingham, Wash. This conveyor consists of a sprocket chain, each link of which includes a carrier element which is curved transversely to present a convex upper side and concave lower side. The carrier links are formed by side bars, disks, and cylinders, as shown in the cut, the parts being connected by retaining pins passing thru openings of the lugs and cylinders. The adjacent sides of the carrier elements are beveled and lie at all times overlapping each other.

**1,224,289. Weighing Machine.** (See cut.) Petronella Edtbauer, Chicago, Ill. This scale includes a single bin supported by

and movable with a scale beam, the bin having a discharge opening which is closed by a hinged plate on a rock shaft, and counterbalanced by a weight. An arm from the plate protrudes upward where it connects with superposed hopper, which also has a swinging plate to close its discharge opening. A number of trips are adapted to engage the upper end of the connecting arm at the end of its movement, and means are engaged by the arm that cause the closure to open the hopper when the bin is closed, and vice versa.

**1,223,764. Locking Device For Automatic Weighing Scales.** (See cut.) E. E. Burrows, St. Johnsbury, Vt., assignor to E. & T. Fairbanks & Co. In a scale, the combination of a toggle locking mechanism for the discharge gate having a bell-crank striker arm, and a lever controlling the upper gate co-operating with the striker arm to mutually trip each other. A locking bar holds the lever from tripping, and a link connecting the locking bar with the toggle mechanism is adapted to positively project the arm when the toggle mechanism is tripped, and to positively retract the arm upon the relocking of the toggle and in advance of the tripping of the lever.

**MOBILIZATION OF FARM LABOR** has been proposed by the Illinois Agricultural Exp. Sta. on a workable plan whereby most of the men not eligible for the army will be enlisted in a civil-military force, to be added to the farm help to cultivate additional acres in the production of corn, navy beans, potatoes and wheat. The Illinois plan has been recommended by Sec'y of Agriculture Houston to the Council of National Defense. Men will be taken from profitable occupations in civil life and put to work on the farms at the military pay, \$15 per month and board and clothes, the same as a soldier. This may be a hardship to the individual, but will certainly provide an abundance of food for all.

## Judgment Against Carrier for Delay.

The Arkansas act of 1907, sec. 2, provides that when freight is tendered to a railroad company and correct shipping instructions given the railroad upon receiving such freight, must carry it forward at the rate of not less than 50 miles per day of 24 hours, computing from 7 o'clock a. m., the day following the receipt of shipment, and for failure to receive and transport such shipment within the time prescribed the railroad company so offending shall forfeit and pay to the shipper the sum of \$5 per car per day or fraction thereof on all carload freight and one cent per 100 lbs. per day or fraction thereof on less than carload freight.

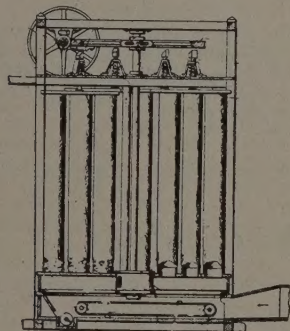
This statute was upheld by the Supreme Court of Arkansas Mar. 5, 1917, in the appeal of Chicago, Rock Island & Pacific Ry. Co. v. Consumers Coal Co., giving the latter judgment for \$255 for an aggregate of 51 days' delay.

One defense of the railroad company was the plaintiff was not the shipper, having bot the carloads of coal f. o. b. Hartford, for transportation 147 miles to Little Rock; but the court held that the buyer was the "other party whose interest is affected by the delay" and as such is entitled to recover under the terms of the act.

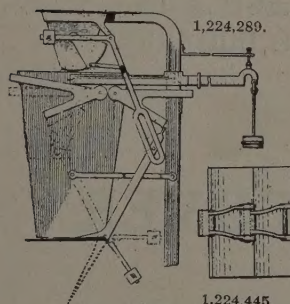
The court also affirmed the grant of attorney's fees to plaintiff.

On appeal the court cut down the delay from 5 days to 4 days per car, allowing the railroad company 24 hours for the transfer at one point.—193 S. W. Rep. 93.

I CAN'T get along without the Grain Dealers Journal.—C. J. Lawson, mgr. Farmers Grain Co., Genoa, Neb.

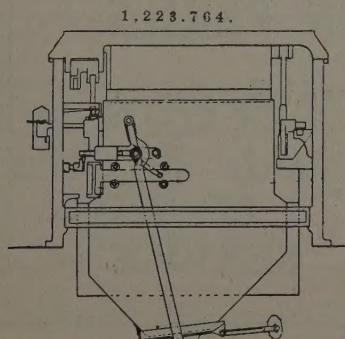


1,224,033.



1,224,289.

1,224,445.



1,223,764.

# WAR — Rallies Elevator and Grain Men to Protect Food Supply of Each Community

(Community Marvel Miller's Helping Offer)

**T**HE United States Government, and Governors of all States, bankers, elevator men, are providing farmers and planters with money, labor, tractors for plowing, and good seeds to provide the largest wheat crop that America has ever produced.

America will feed the world. The recommendation is that each community raise and grind its own wheat—make a better barrel of flour cheaper, under one brand name.

Over 1,000 small town and community grain men are doing this now, known as Community Marvel Millers.

This nationally advertised flour campaign, under the brand name FLavo FLOUR, has been going on all year. Only members of Community Marvel Millers, the owners of American (Midget) Marvel Flour Mills, can use this widely advertised brand named FLavo FLOUR. People everywhere are reading about FLavo FLOUR, and the business of every member is booming, because of the extra advantages in publicity which this flour is being given.

This wonderful mill is made in capacities from 15 barrels per day, 25 barrels, 40 barrels, 50 barrels, 75 barrels, 100 barrels and up in units to any capacity desired, and is guaranteed to yield a better quality flour and a larger per cent of it than the average long-system mill. The moderate investment is easily handled, and bankers are advising elevator men to go into this at once.

The British Government has adopted the Tattersall Midget Mill to produce all the flour consumed by her six million troops. In a time like this when England demands every ounce of flour from the wheat, it certainly is a great endorsement of our mill to have it chosen for this important work. The AMERICAN (Midget) MARVEL

mill with its many improvements over the English mill, by this endorsement given by the British Government, is the most efficient mill both in times of peace and in times of war.

Address headquarters of Community Marvel Millers Association, care of The Anglo-American Mill Company, Inc., Owensboro, Kentucky, 435 Trust Building, for full particulars, literature, etc.

Write—Investigate—Community Marvel Millers Association Opportunity to Make FLavo FLOUR.





**Insurance Notes.**

A FLAT RATE increase of at least 10% is being urged by fire insurance managers of the east, to cover the increased cost of doing business and the higher loss of ratio resulting from the war.

A Loss of \$13,485,083 from 15,693 fires resulted in Illinois during the year 1916, and 105 of these fires were in elevators, storehouses, etc., containing food stuffs, with a loss of \$1,324,906, according to State Fire Marshal Walter H. Bennett.

NEITHER CONTENTS nor buildings of terminal elevators will be insured unless they are specifically guarded either by full night and day watch service or by militia. Fire insurance companies are issuing such instructions to their agents.

BANKS are demanding explosion insurance as well as fire insurance on building on which they make loans, especially along the eastern coast. Some of the western banks are also demanding this form of protection on stocks regarded as possible objects of destruction of German sympathizers.

THE FINE or imprisonment of the owner of property deemed essential to the welfare of the nation when that property is destroyed by fire which was due to carelessness or neglect, and the payment of the insurance on the burned property to the federal government for use in prosecuting the war, has been proposed.

AN INVESTIGATION was held by insurance Superintendent Potts of Illinois at the Chicago Board of Trade on April 23 on charges which have been under investigation for some time, that the owners of Chicago public grain elevators were issuing binders which were

practically fire insurance policies, without having a license to engage in the insurance business. Representatives of the Board of Trade, the elevator men, the insurance companies and the agents were present. It was decided that each interest should appoint a committee of three to formulate a plan for handling insurance on grain, which would furnish the necessary coverage and be in compliance with the law. This plan is to be approved by the insurance commissioner before going into force.

LIGHTNING caused the greater part of the 17 elevator fires in Saskatchewan, Can., during 1916, entailing a loss of \$1,588,191.

**Government Bureau of War Risk Insurance.**

Efforts are being made to have the government establish a bureau of war risk insurance to insure grain in warehouses. Private underwriters are unable to write land risks of this kind to any amount equal to the requirements of inland transportation and warehousing. It is proposed to make this insurance on similar lines to the work of the bureau now covering war risk insurance on the ocean.

The transportation com'tee of the New York Produce Exchange has taken the initiative in this, and a telegram was sent to Secretary of the Treasury McAdoo asking his prompt action in the matter.

THE OUTPUT of the M. C. Peters Mill Co. of Omaha, Neb., has been offered to the Government for use during the war without profit. The plant has a daily capacity of 50 carloads.

**Elevator Casualties.**

James Markins of Goodrich Bros. Hay & Grain Co., Gaston, Ind., bumped into something while carrying a piece of lumber and dropped it on his foot.

Thos. A. La Foe, of the Cleveland Grain Co., Sheldon, Ill., while shoveling refuse out of a window, hit the support and the iron window fell on his hand, badly lacerating it.

A wound on the back of his hand, caused by a fall, became infected and gave James Miller of Goodrich Bros. Hay & Grain Co., Winchester, Ind., considerable pain and trouble.

Chester Webb, an employee of one of the elvtrs. at Merna, Neb., was caught by the belt of the gasoline engine and seriously injured. His leg, arm and jaw were broken and he was badly bruised.

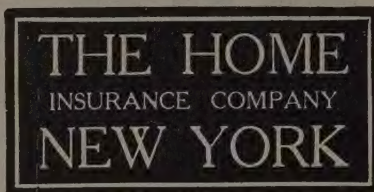
Charley Bialeshki of De Long Bros., Sadorus, Ill., was soldering a steam drum, and had almost completed the task when the drum blew up. He did not know that it had formerly held gasoline. He received a badly lacerated cheek.

While Richard Houston, an employee of the Blair Elevator Co., Atchison, Kan., was cleaning out dirt from beneath the conveyor belt, another workman, not knowing what Houston was doing, started the belt and Houston's right foot was caught, badly straining and bruising it.

FRENCH WHEAT import needs for 1917-18 are estimated to be 136,000,000 bus. compared to recent estimates of 100,000,000 bus., with peace requirements of from 10,000,000 to 30,000,000 bus.

**"The Largest Fire Insurance Company in America"**

ELBRIDGE G. SNOW, President

Organized  
1853Cash Capital,  
\$6,000,000

Head Office: 56 Cedar St., New York, N. Y.

**FULL WAR INSURANCE COVER**

(Where Legally Permitted)

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**BOMBARDMENT AND EXPLOSION PERILS**

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ALL BRANCHES OF FIRE INSURANCE INCLUDING AUTOMOBILE AND WINDSTORM

Every Policy Issued Backed by the Largest Cash Assets  
of Any Fire Insurance Company in AmericaAgents in Cities, Towns and Villages Throughout the United  
States and Its Possessions and in Canada**STRENGTH****REPUTATION****SERVICE**



## Will Reduce Choke and Lightning Losses.

*Grain Dealers Journal:* Since we have been taking care of the sprinkler equipment in flour mills and grain elevators, we have paid special attention to the complaint that has come in regarding sprinkler defects; as well as fires that have been extinguished by sprinklers. The percentage of fires that have started in elevator heads or legs is so high that we have concluded that the largest percentage of fires in mills and elevators is caused directly by the elevator itself, and we believe the relief for this is in the non-chokable boot and non-chokable head.

We are now working to combine the non-chokable turnhead that the B. F. Gump Co. has perfected under our suggestions and applying the Hall non-chokable boot at the other end of the elevator, combining the two so as to make what we feel will be a perfect safeguard against the elevator choke. We are working on this elevator and expect to have it perfected and on exhibition at Minneapolis in June, and from there we expect to take it to the various Grain Dealers' Conventions and demonstrate the feasibility of protecting against the hazard of elevator fires.

We have felt that in order to get anywhere that we would have to concentrate on some one thing, and we feel, as already stated, that we now know to a certain degree that the elevators are to blame for many more fires than they have been charged with. This one feature is worth while pushing to the exclusion of almost any other standard; in fact, the standards of construction are fairly well developed, all of which are shown by the fire insurance schedule.

We also intend at the Minneapolis Convention to have a standard rodding example in the way of proper ground and proper connections, so as to protect against lightning. We feel that if we could guard against the elevator choke-ups and against the lightning hazard to elevators in particular, that it would be better to do this than to have our work so general as it has been heretofore.—Mutual Fire Prevention Bureau, W. Reed, Mgr., Oxford, Mich.

ARGENTINA's corn crop this year is estimated at 1,523,000 metric tons of 2,204.6 lbs. each, or about 40,314,000 bus. against last year's estimated production of 4,093,000 tons or about 161,132,000 bus. This is calculated on the estimated total area planted to corn of 8,968,824 acres which is 959,463 acres less than were planted in 1915-16. Of the area planted, 3,281,789 are reported to be a total loss and the remainder will produce considerably less than a normal yield. The annual domestic consumption of corn is estimated by the Division of Rural Economy and Agricultural Statistics to be 1,680,700 tons.

## WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary

Write for Information  
Regarding Short Term Grain Insurance

## CLEAN UP Start at once and have the whole premises, outside and inside, machinery and equipment, receive a thorough SPRING CLEANING

By so doing you will make the work of operating easier and reduce the fire hazards. Ask the Mutual Fire Prevention Bureau, Oxford, Mich., or any of the following list of companies for standards of construction, installation and best methods of repairing.

MILLERS NATIONAL INSURANCE CO.  
Of Chicago, Ill.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.  
Of Kansas City, Mo.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.  
Of Canton, Ohio

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.  
Of Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.  
Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.  
Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.  
Of Fort Worth, Texas

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.  
Of Lansing, Mich.

## FIRES AND FOOD SHORTAGE

For the past fifteen years we have been educating "Grain Dealers" policyholders in the ways of Fire Prevention. Now is the time to put that knowledge to good use. YOUR COUNTRY NEEDS EVERY BUSHEL OF GRAIN THAT GOES INTO YOUR HOUSE THIS SEASON. A fire from any cause will be a calamity; a careless fire will be a crime.

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McCOTTER  
Western Managers  
OMAHA, NEBR.

*Grain Dealers*  
Fire Insurance Co.  
INDIANAPOLIS, IND.

C. A. McCOTTER  
Secretary  
INDIANAPOLIS, IND.

INCORPORATED 1877

## The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents  
of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

ORGANIZED 1902

## Tri-State Mutual Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders 83 PER CENT of the DEPOSIT PREMIUM.  
Ask about the "TRI-STATE PLAN" for short term grain insurance.

E H MORELAND, Secretary

## COAL SALES BOOK Form 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 5,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchases, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8½x14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$2.00. For sale by Grain Dealers Journal, 305 So. La Salle Street, Chicago.



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Buckets	Transmission Rope
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Power Shovel	{ Motors
Car Puller	Dump
Scarifying Machine	Storage Tanks
Gravity Cleaner	Feed Mill
Clover Huller	Elevator Leg
Manlift	Distributor
Bags and Burlap	Car Liners
Transmission Machinery	Scales
Separator	Moisture Testers
Grain Driers	Oat Bleachers
Grain Triers	Oat Clipper

or anything used in a grain elevator.

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

## INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

## Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.75

## GRAIN DEALERS JOURNAL

315 South La Salle St. CHICAGO, ILL.

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the strongest, safest and best—  
*there is just one answer*



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to Cupola in a few seconds  
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No Power Required

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anything in between*

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